

SUPER STREET
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VOL. 19 NO. 9

SUPER STREET



2JZ ENGINE
GUIDE P.58

VOL. 19 NO. 9 SUPERSTREETONLINE.COM THE BEST TUNER MAG EVER

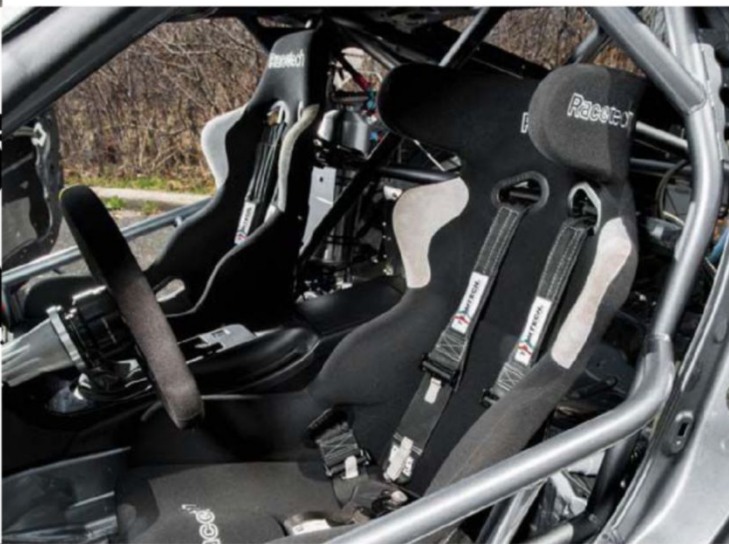


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INCH INCH INCH INCH INCH

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■ Silver
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MS3

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INCH INCH INCH INCH INCH

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SP1

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15 16 17 18 19 20
INCH INCH INCH INCH INCH INCH

■ Silver
■ Flat Black

Center cap optional



ULTIMATE BRO TRIP

The *Super Street* staff takes our Project NX and Lexus Tuned's RC F on an unforgettable road trip to Vegas—and miraculously, we're still not fired! See our full story on page 68.

Photo: Randy Ly



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Prototype Car Shown

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NO FEAR



» The first successful clinic of the The Chairslayer Foundation can be viewed on the Discovery Channel for Daily Planet.

This month's issue is extremely special. Not only do we have three ridiculously awesome cover stories that represent different flavors of the scene, but we also have an amazing story of survival that teaches us never to give up on our dreams. In '11, Rob Parsons, also known as The Chair Slayer, survived a near-death dirt bike accident that broke both his legs, punctured his lungs, and severed his spinal cord. Along with these devastating injuries, he was also diagnosed with an E. coli infection which left him bedridden in the hospital for six months. But during this time, he was already coming up with solutions on how he could finish his drift project car and drive again. Rob never gave up and conquered all his fears, leaving the hospital with confidence and a positive attitude. Just a couple years later, he had successfully engineered a one-off Nissan S13 drift car that could be controlled completely by hand. While Rob now had the tools to aim for his pro license, he decided to create the The Chairslayers Foundation—a program that helps people with disabilities get behind the wheel of his drift car. The first clinic was a huge success and aired on the Discovery Channel. It is truly inspiring to see a living hero like Rob in our community. He reminds us never to let fear beat us down or stop us from following our dreams.

Sam Du
Editor-in-Chief



"Fear is nothing but a thought in your head, thoughts of which are just made up; fear is a made-up feeling. Don't let these thoughts hold you back from aspiring to the awesomeness that you can become."

—Rob Parsons

SUPER STREET

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▶WHAT WE DID THIS MONTH?

📷 FOLLOW US ON INSTAGRAM TO SEE WHAT SHENANIGANS WE'RE UP TO.

SAM DU @duspeed



Bout dat life at AutoCon L.A.
#samlife



Sometimes you just have to take a leap of faith from 855 feet.
#stratosphere



But first, let me have an IV.
@thecurela #coachella2015

SEAN RUSSELL @sea_russell



It took a 1,350hp SP Engineering GT-R to beat Kawi's H2R in a half-mile. Go-Go, Godzilla!



The most expensive GoPro mount job of my life via Bugatti Veyron.



Went to a Dipset concert. Skeletons dancing on burning cop cars + Cam'Ron = good show!

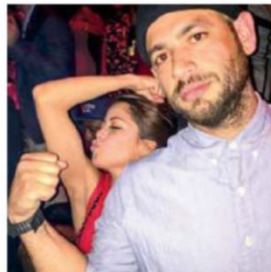
MIKE SABOUNCHI @mykalfakerich



Keeping it classy on our road trip to Vegas.



You can never have too much air horn!



Bro Tip: As soon as you walk in the club, immediately flex as hard as you can. Sixty percent of the time, it works.

JOFEL TOLOSA @jofeltolosa



Fanboy moment! @maxorido himself!

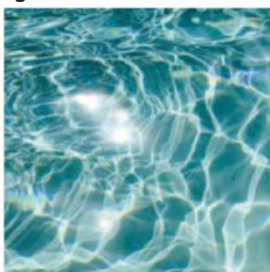


Another fanboy moment! @mannypacquiao and @alpdeap

BERNICE GUEVARRA @bpgdesign



Filipino party #poorlittlypiggy #summertimeishere



Pool party #summertimeishere



Box party #hollywoodbowl #summertimeishere



THE SLOW DOWN LOWDOWN

By no means am I a fast driver. Among all the dudes on staff, I am, in *Top Gear* terms, "captain slow." My track experience consists of whatever time is left over after events such as our FF Battle, or on tire press trips, which even then are limited to what my chaperone in the passenger seat will allow me to do. I love speed and truly believe the "speed kills" claim is, more or less, horseshit. The world would be a happier place with a little bit more speed, especially on public roads. Speed gets us to our destinations faster. We'll have more time to do what we have to do in our lives, and as you all know, time is money. Don't get me wrong; I think it's also important to get to your destination safely. My daily commute includes hopping on the 710 freeway, which has a blistering speed limit of 55 mph, then I merge onto the 405—notorious for the tedious traffic of L.A. What is causing the traffic? Perhaps drivers want to slow down and see whatever accident happened on the opposing freeway. Slow drivers can be equally as dangerous as a fast driver. Believe it or not, there is a minimum speed limit that should be met. In California vehicle code section 22400, it states, "No person shall drive upon a highway at such a slow speed as to impede or block the normal and reasonable movement of traffic unless the reduced speed is necessary for safe operation, because of a grade, or in compliance with law." If you think about it, the chances of a person falling asleep when driving 85 mph compared to 35 mph is slim to none. In theory, the senses will be on full alert, resulting in better drivers on the road. I'm not saying to be Smokey Nagata on your way to work; just don't be the slow driver going 40 mph in a 65-mph zone. Give it some gas! Your passengers will be happier and you'll be happier as you're keeping up the pace of the traffic.

Jofel Tolosa
Staff Editor



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STR.T



COIL-OVER



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ROAD TRIP ESSENTIALS

WORDS & PHOTOS
John Pangilinan

SH*T YOU NEED TO PACK WHEN
YOU'RE ON AN EPIC JOURNEY
WITH *SUPER STREET*

If you've ever thought about going on a fun-filled weekend road trip with the boys (for example, our adventure to Vegas on p. 68), you better be prepared! After all, you gotta have the right camera gear to capture those unexpected moments, plus the right accessories to look fly. We've selected our top picks here, but don't forget to pack clean underwear, condoms, lube, and lots of beer. 



[From Top
Left to Right]

>>> Incase Pro Pack,
goincase.com, \$199.00

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gopro.com, \$499.99

>>> Sony A7 II with Sonnar T* FE 35mm F2.8
Lens, sony.com, \$1,699.99 (body only)
\$799.99 (lens)

>>> Zojirushi Stainless Steel Vacuum Mug,
zojirushi.com, \$44.99

>>> GoPro 3-Way Mount, gopro.com, \$69.99

>>> Capsule Wallet,
capsulewallets.com, \$85.00

>>> Mophie Powerstation Plus,
mophie.com, starts at \$79.95

>>> MVMT watch,
mvmtwatches.com, \$95.00

>>> Nike Vision Achieve Sunglasses,
nikevision.com, \$196.00

>>> Olloclip 4-in-1 Lens for iPhone 6,
olloclip.com, \$79.99

>>> Richer Poorer Socks,
richer-poorer.com, from \$12.00 pair

>>> Jason Markk Quick Wipes,
jasonmarkk.com, \$11.00 (12 wipes per box)

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BEST OF THE WEST

SCENE: AUTOCON LA; POMONA FAIRPLEX—POMONA, CA

WORDS & PHOTOS **Jofel Tolosa**

There's a reason why AutoCon sticks out from other California car shows. It's where a lot of enthusiasts debut their cars, as it kicks off the show season just before summer. The model lounge doesn't look like a porn convention, either, but features a good selection of classy models. Even with this year's irregular rainy weather, the Fairplex had a decent amount of foot traffic. We'd like to present you our best of the best from the AutoCon, but as always, don't forget to check out the complete gallery online. 📺

EDITOR'S CHOICE BULLETPROOF AUTOMOTIVE NISSAN GT-R

This GT1 Street Concept was on the cover of our March 2015 issue, but instead of a Phoenix's Power front bumper, it's using the extremely baller Overtake front bumper—matching the rest of the car much better. It's also done up head to toe with everything you can think of—1,000+hp built motor, Top Secret fenders, Varis rear, and much more.



BEST JDM ENRIQUE MUÑOZ'S TOYOTA SUPRA TURBO

You won't find knock-off parts here—all authentic Ridox and Top Secret aero, classic Volk Racing SF Challenge wheels, HKS suspension, plus one of the cleanest engine bays and undercarriages we've seen from a Supra in recent years. It's no mystery last month's cover car is our favorite JDM build from AutoCon.



BEST DEBUT LTMW NISSAN GT-R

Is it Rocket Bunny or is it Liberty Walk? LTMW tells us the rear half of the aero uses Liberty Walk fenders and a trunk from Volkommen Design, while the rest of the car sports Rocket Bunny pieces. The 20-inch Rotiform wheels are designed to resemble old-school RS Watanabe wheels, plus the Recaro seats are supposedly ripped out of an Opel!



BEST EURO DARREN YOO'S PORSCHE 993

After building a widebody Porsche 997 GT3, Darren Yoo has taken it to the next level with this RWB masterpiece. The widebody was all done by hand by Mr. Rauh-Welt Begriff himself, Akira Nakai. With fit and finish as priorities for this showstopper, everything from the fender flares to the windshield molding is sealed. We dig the wheels, BBS E88 (same as our Ratchet Bunny FR-S), except these rock neo-chrome faces and hardware. There are more amazing details inside Darren's 993, so stay tuned for our full feature!



BEST OLD-SCHOOL NELSON UGARTE'S NISSAN 300ZX

You don't see many cool Z31s at shows anymore... Nelson Ugarte's is inspired by the old-school "Kaido Racer" theme, which uses a mix of Bosozoku/Shakotan styles. Some highlights include the external oil cooler taken from an FC RX-7, AE86 J-Blood fenders retrofitted to fit, Stance coilovers, Voltex diffuser, and a chrome-moly heart-shaped rollcage. Kudos, Nelson!



BEAUTY LOUNGE

Marie Madore
Hometown
Dallas, TX
Instagram
@marie_madore



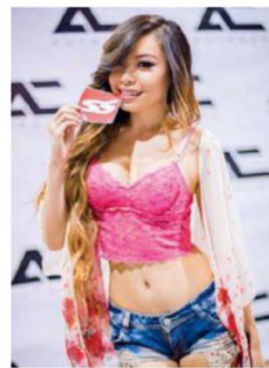
SS: Which other model would you share a bed with?

MM: Amy Fay, just because she's so adorable, unpredictable, and silly! Seems like a fun roomie!

SS: Which car would you drive home?

MM: The silver Rocket Bunny Nissan GT-R at the R1 Concepts booth. So da sexy!

Jessica Wong
Hometown
San Jose, CA
Instagram
@jessicuhwong



SS: Which other model would you share a bed with?

JW: How can I just pick one?! I would invite all of the models over to my place, and we would do each other's nails and have naked pillow fights.

SS: Which car would you drive home?

JW: I don't have my license yet, but I would love for the owner of the white NSX with the VeilSide kit to escort me home!

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FOR THE LOVE

NORCAL'S REDEMPTION

WORDS Yuta Akaishi PHOTOS Patrick Lauder

Sometime in the last decade, Northern California garnered itself a bit of a reputation, and not a particularly flattering one, either... The upper half of The Golden State became infamous for its ugly drift cars. Of course, one could argue that ugliness is entirely subjective and that from a certain perspective (usually only the owner's), the cars were beautiful in their own way. Regardless of the debate, the label stuck. The hard truth was, subjective or not, the mismatched body panels, poorly applied paint, and rally car ride heights spoke louder than words. Looking deeper into this trend, there have been a couple theories as to why the NorCal region started to disregard a crucial part of the drifting culture. To date, the most reasonable



OF THE STREETS

theory suggests that the banning of drifting at Altamont Raceway in '07 drove enthusiasts to "less sanctioned" venues. As drivers turned to the streets, industrial areas and mountain passes, some of the more established drivers started to pay less attention to the appearance of their cars—grudgingly accepting that in order to continue drifting, they would simply have to accept the narrower "tracks" and larger consequences, where a mistake no longer meant spinning out in front of your friends, but rather a totaled car and a ride home with a friend—at best. Faced with these circumstances, where body and suspension damage was a nightly occurrence and with the imminent threat of the police impound, the cars became disposable.

Despite the bleak conditions, a select few insisted on drifting cars that met uncompromising standards both functionally and aesthetically. These are the unsung heroes who stayed true to their roots, who kept street drifting from becoming nothing more than an illegal demolition derby. This story, however, is not about those who inspired, but rather about one man who was inspired by these legends. It was during this dark age of drifting that Adam Mao started his own journey. While still attending high school, he built his first drift car—a red Nissan S14 that received its fair share of attention. Naysayers abounded, assuming that the car had been funded by Adam's parents, the typical "parachute kid" story that had become so commonplace in California. His parents did indeed play a role in this unique situation, although it was not their finances but rather their absence that allowed Adam to build such a high-caliber car at such a young age. Adam's parents had moved back to Taiwan when he was in the



>>What started out as a naturally aspirated 2JZ is now a built and boosted monster making 624 whp on pump gas.



>>Custom six-point 'cage' fab'd up and welded in by Sokodu Designs.



>>Twisted breather filters on custom clutch can is a nice touch.



fifth grade to oversee their family business. From that point on, he lived with his older brother—a car guy himself who granted Adam use of the garage and backyard where side jobs were performed in exchange for extra cash to fund his projects. Much of Adam's passion for cars can be attributed to influence from his brother, such as attending shows together, riding shotgun in his brother's S13, and even a trek to Anaheim to watch one of the few D1GP rounds in the U.S. way back in the day.

Although building an S14 was Adam's childhood dream, that dream came and went, earning the resulting product a well-deserved spot on the short list of beautiful drift cars originating from San Jose. Once the car had been parted out and sold, Adam was ready for bigger and better things—literally. The search was on for a GS300. In '09, just a few months into legal adulthood, Adam found a promising example for sale. He and his brother promptly flew to San Diego and drove back in the new project, stopping in Los Angeles for an R154 five-speed transmission out of a Toyota Supra. From the start, there was no doubt in Adam's mind that the big-body Lexus would be primarily a drift car, so naturally the slushbox had to go. Working with what he was making as an assistant manager at the local Jiffy Lube, he started collecting the components necessary to retrofit the manual transmission onto the stock, naturally aspirated 2JZ engine—the three-week-long process being an exercise in equal parts research and trial and error. As soon as the car was back on the ground, testing commenced in the most appropriate fashion—on the street and sideways. Over the next two years, Adam continued to tweak the car little by little—a set of wheels, a subtle aero kit, coilovers, adjustable suspension components here and there, all the while leaving the engine stock. At this time the main focus was simply to enjoy the car, terrorizing the local autocross, attending open track days at Thunderhill and, of course, on his home turf—the horribly maintained but ever-so-enticing streets of San Jose.

For two years, the original engine remained naturally aspirated—happily accepting every bit of abuse that Adam could dish out, until one day it just wasn't enough anymore. Adam had recently started work at an independent auto repair shop. Along with the bump in pay, this shop allowed their employees to work overtime. Adam took full advantage of this and frequently pumped out 65-hour weeks, saving every possible cent to fund the next step of his project. With the extra dough, Power Dynamics in Texas was commissioned with the construction of the new forged bottom end, built to handle 800 hp. As soon as the block was in Adam's possession, it was mated to the freshly rebuilt, ported, and polished head. A Comp CT4 6265 Turbo was bolted on, blowing 24 psi through a custom-fabricated

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TUNING MENU '99 LEXUS GS300

OWNER ADAM MAO

HOMETOWN SAN JOSE, CA

OCCUPATION TECHNICIAN/MANAGER

POWER 624 whp; 562 lb-ft of torque

ENGINE 2JZ-GE with Wiseco pistons; Eagle connecting rods; custom intake manifold; Comp Turbo CT4 6265 turbocharger; ACL bearings; ARP rod bolts, head studs; Aeromotive 340-lph fuel pump; ATI super damper crankshaft pulley; Cometic head gasket; Drift Motion exhaust manifold, lightweight pulley kit; First State Motorsport fuel rail; Flex-A-Lite fan; Gates Racing timing belt; GReddy oil cooler; HKS 50mm wastegate, cam gears; Osetiger 720cc injectors; Spoolin Performance intercooler piping, oil catch can, coolant catch can, 3" exhaust; TIAL blow-off valve; Tomei fuel pressure regulator

DRIVETRAIN Marlin Crawler R154 transmission, billet 3-4 shift fork, billet 5th-reverse shift fork, billet 1-2 shift fork, thrust washer, bearing retainer; custom extended shifter housing, one-piece 3-inch steel driveshaft, billet aluminum differential adapter; ACT extreme six-puck clutch; Drift Motion lightweight flywheel

ENGINE MANAGEMENT AEM V1 ECU, air temp sensor, map sensor, methanol injection system, electronic boost controller

FOOTWORK & CHASSIS Battle Version aluminum steering rack bushing, rear upper control arms, rear toe arms, rear traction arm, solid differential bushings; Ikeya Formula subframe risers; Powered By Max coilovers; 40mm front roll center adjusters; SPC front upper control arms; Top Speed front under brace; TRD stabilizer bars

BRAKES StopTech front rotors with Hawk pads; Wilwood 324mm rear big brake kit

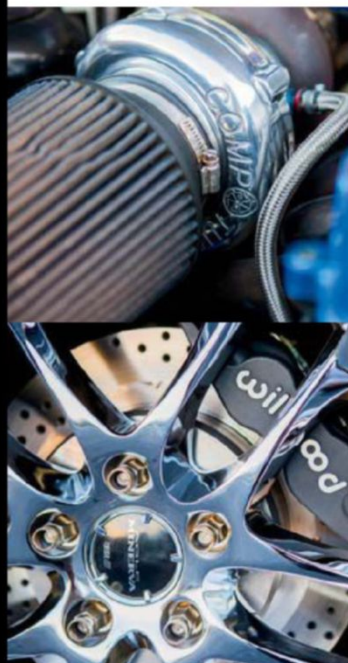
WHEELS & TIRES 19x11" -14 front, 19x12" -39 rear SSR Agle Minerva wheels; 235/35R19 Advan Neova AD08 front, 265/30R19 Triangle TR968 rear tires

EXTERIOR BN Sports body kit; Ganador carbon-fiber side mirrors; Serial Nine rear over fenders; Depo LED taillights; Toyota window visors, chrome door handles; TRD front grille; Voltex type-II wing (1750mm); custom front fenders; purple amethyst pearl paint with gold flakes by Crown Auto Body

INTERIOR Sokodu Designs six-point weld-in rollcage; AEM wideband gauge; ASD hydraulic handbrake; Bride Zeta III bucket seats, MO seat rails; Takata four-point harnesses; Nardi 350mm deep corn leather steering wheel; NRG short hub, quick release; Glow Shift boost gauge, oil pressure gauge, oil temp gauge; Joe's Racing rear view mirror; Kicker 12" subwoofer; CRUNCH amplifier

THANKS YOU Powerdynamix; Spoolin Performance; Sokodu Designs; Tech3 Performance; Crown Auto Body; NorCal Autostylez

»With a full BN sports kit, perfect wheel fitment, and custom purple paint, it's no mystery this is one of the sexiest drift cars from NorCal!



intake manifold, where 720cc injectors supply the fueling. Good for a reliable and usable 624 whp and 562 lb-ft of torque on 91-octane pump gas, this engine has proven its worth for Adam over the past two years.

The reoccurring theme with this ever-evolving GS300 appears to be equal amounts of time allotted to building and driving. Following this pattern, the now slightly beat-up Lexus was simply enjoyed for the next year. During this time, plans were formulated for the next phase of building, which was the exterior. An authentic BN Sports aero kit was imported from Japan, augmented by an enormous Voltex Type II wing, and Ganador Super Mirrors. A set of SSR Agle Minervas were purchased second hand, promptly resized to a ridiculous 19x11" front and 19x12" rear. They manage to somehow look perfect sitting within the custom front fenders and Serial Nine rear over-fenders. Finally, the entire car was re-sprayed at Crown Auto Body—a custom purple amethyst pearl with gold flake formulated specifically for this momentous occasion—the moment NorCal shed its reputation.

Was the completion of this car really the tipping point that exonerated an entire region of its embarrassing label? Was this the culmination of a decade's worth of effort exerted by those who risked everything to keep the style in drifting alive, if only on the street under the cover of darkness? It's impossible to say, considering the increasing number of beautiful drift cars that now call the Bay Area home. One thing is for certain, however—when NorCal is known for having the greatest drift cars in the country, it will be cars such as this GS300 and people like Adam Mao who will be forever remembered for bringing light to the revolution. 🇺🇸





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WORDS & PHOTOS Mike Sabouchi

8 COOL THINGS WE FOUND INSIDE ONE OF JAPAN'S MOST LEGENDARY TUNERS

In our annual Japan Issue, we brought you a glimpse of HKS Premium Day—one of the most elite time attack events in the world where HKS demonstrates its products aren't just for show but for go. During the same trip, we also had the chance to go to a place few have access to—the famous HKS factory in Fujinomiya. You can find our full recap on superstreetonline.com, but we've highlighted the eight coolest things we came across. Enjoy! 🇯🇵



1. GT-R Demo Car.
Just a fully tuned R34 Skyline GT-R chillin' in the parking lot. No big deal...

2. Employee Parking Lot.
What really caught my attention was this USDM-spec, left-hand-drive Scion FR-S slammed on a legit set of CCWs.

3. 180SX Drag Racer.
You could say the one car that put HKS on everybody's radar was its drag-prepped Nissan 180SX. Outfitted with a crazy 7MGTE running two giant turbos, this car put HKS in the record books.

4. JGTC Mercedes CLK.
When you think HKS, you normally don't think European cars. It takes guts for these guys to take an unfamiliar platform and make it competitive in a race series.

5. Formula One Engine.
HKS in Formula One? HKS built an engine designed to race in the series at one time!

6. Formula Two Car.
Racing has always been a huge part of the HKS story since it branched off from Yamaha in the early days.

7. Airplane Motor.
Many people don't realize how much HKS manufactures. The company cut its teeth back in the '70s with airplane engines. It's still making these engines today!

8. P10 Concept.
At one point, HKS was making so many parts, it decided to build its own car. While staying true to the "build everything in house" theme, the entire HKS P10 was put together inside the factory.



Note: HKS has a strict "No Photo" policy inside its buildings. What we can tell you is that the company's dedication to quality is unmatched. Every hard part is scrutinized, checked, and doubled-checked. Most companies will outsource certain components to save cost and time, but not HKS. It makes every little part down to the tiny things such as ball bearings. HKS also believes in putting one person in charge of a particular product. This way, an experienced master ensures each part is perfect before it reaches the end user. For example, there is literally one guy winding and cutting springs for the HiperMax coilovers who has been doing it for more than 10 years!

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WACKY MATE

JDM TUNING HOUSE WACKY MATE MAY HAVE JUST BUILT ONE OF THE BEST R32 SKYLINES OF ALL TIME!



WORDS AND PHOTOS Tatsu Tsuchida

To say Wacky Mate is in the sticks is an understatement.

Two stops north of the end of the train line and an hour south of metropolitan Nagoya is an unmanned station called Higashi-Narawa. To make sure I wouldn't be left to rot at the quiet station, all throughout my train ride I would text Akihiko Sakakibara (Aki for short) of Wacky Mate, "Leaving Kyoto now. Arrived at Nagoya. Now departing for..." until I finally arrived "Here!" Ten minutes went by...fifteen...twenty... I finally call him. "Oh, you wanted me to pick you up!?" I shake my head and moments later his shop apprentice arrives. It just shows the pace of life here in the sticks, much different from fast-paced Tokyo.

When I arrive at the shop, I'm reminded once again why it's hard to argue against the R32. Of the RB-based Skylines, it was the most compact. The R33 was just plain ugly (*Be nice! -SD*), and the R34 although sexy in its own right, looks massive next to the R32.

Just like the pace of life in Sakakibara's town, you could tell he took his time and ensured the Skyline was as perfect as possible, starting with the R32's weight and balance. Weight is especially

critical considering much of it would be put back with a custom 'cage. So extensive use of dry carbon panels were made from scratch, believe it or not, and not from some mass-produced shop. R32s are becoming more rare, and unlike S13s where college kids are looking for cheap pieces, Wacky Mate wanted to take the high road. The second reason is the type of panels they aspired to make. Though the hood and trunk might be off the shelf, the fenders, roof, and doorskins aren't readily available for a car of legal drinking age. And if you're going to make such items, one might as well make all of it in-house in a single batch. The result is matching pieces in which the epoxy resin doesn't look like production happened in five different factories.

Continuing the topic of chassis, I've never seen any shop prep a car to this level. Let me hammer this point home... This chassis was artesian TIG-welded, the gussets on the B- and C-pillar were hydro-cut with Wacky Mate logos, and the 'cage was custom-bent, not like most in Japan who use bolt-in units.

With this R32, Akihiko intends to take on Tsukuba or even World Time Attack Challenge in Australia. Given his success at Suzuka, the car in its current setup might fare better at WTAC. But for Tsukuba, he may have to consider a smaller turbo, or some other trick setup where onset of power is at a much lower rpm—lower end torque is necessary to get out of the two low-speed hairpin turns. As for the current setup, Aki runs an RB26 bumped up to 2,777 cc of displacement. HKS stage 2 oversize pistons, rings, and crank result in an 8.6:1 compression ratio, plus an increase of 1.5mm bore and 4mm stroke. Just down the street a familiar name, NaPrec or Nagoya Precision, was entrusted to re-work the head according to Sakakibara's specifications. Those who are curious, NaPrec calls this head package a High Response kit, which also includes a proprietary port and polish job. HKS was again chosen for head components, including cams, cam sprockets, and valvesprings. When the head came back, Aki-san used TOMEI studs and gaskets to ensure reliability at the motor's



>>Pulled out of an R34 GT-R and built to a 2.8L, this RBeast summons more than 900 hp!



TUNING MENU '93 NISSAN SKYLINE

OWNER AKIHIKO SAKAKIBARA

HOMETOWN BFE, JAPAN

OCCUPATION WACKY GUY

POWER 920 hp

ENGINE R34 RB26DETT swap; NaPrec High Response kit including port and polish; HKS stage 2 kit including pistons, crankshaft and rods, camshaft, cam sprocket, valvesprings, timing belt, air filter, spark plugs, boost controller; TOMEI Power head studs, head gasket set; Sard fuel pressure regulator, fuel rail; Trust turbo manifold, T88-34D turbo, intercooler, oil cooler; ATI pulleys; NISMO mounts, Samco hoses; twin Bosch fuel pumps attached to custom surge collector tank; Wacky Mate oil pan, radiator, downpipe, exhaust

DRIVETRAIN Hollinger transmission; ATS Carbon twin clutch; Cosco differential

ENGINE MANAGEMENT HKS V-Pro, IQ-3 digital multi display meter

FOOTWORK AND CHASSIS TEIN N1 Racing coilovers with 13kg front and 10kg rear Hyperco springs; Manatee Racing lower control arms; Wacky Mate rollcage and spot-welded chassis

BRAKES Project Mu six-pot front big brake kit; Brembo OE rear brakes; Project Mu 999 formula pads

WHEELS AND TIRES 18x11" Enkei RS05RR wheels; 295/30R18 Advan A050 tires

EXTERIOR Espirit rear wing; Wacky Mate carbon-fiber panels including door skins, fenders, hood, trunk, diffusers

INTERIOR Bride Low Max seat with Willans harness; Tanita 330 suede steering wheel

>>Closer look at the one-off rollcage and carbon doors. The quality is perfect!



>>Hard to tell by the paint, but the Wacky Mate R32 Skyline features one-off carbon-fiber panels, including the fenders, doors, and hood.

limits. Other engine goodies include ATI pulleys, Nismo motor mounts, HKS Powerflow intake, and a Trust oil cooler. It also employs a custom high-capacity oil pan and a custom radiator using Samco hoses.

Fuel delivery starts with double Bosch fuel pumps, a custom surge collector tank, then an HKS fuel rail capped off with a Sard



regulator. 1,000cc injectors discharge high-octane juice into the intake stream, where they get sucked down into the 2.8L and combust. Exhaust stroke forces the Trust T88-34D to furiously spin, which then is spit out a 90mm Wacky Mate original downpipe and muffler. On the compression side of things resides Trust piping and intercooler.

A dyno-tested 920 crank horsepower makes its way through an ATS carbon twin clutch, Hollinger trans, and finally a Cosco Type MZ differential.

Backtracking a bit, the engine management is executed through an HKS V-Pro and tuned in-house by Wacky Mate via the seat-of-my-pants method of tuning. I'm sure the IQ3 multi-display was a distraction while they did late-night tuning sessions avoiding cops.

Wise men (and women) have said power is nothing without poise. To that end, TEIN's N1 Racing coilovers with Hyperco springs enhance road-holding capabilities. Wacky Mate also does its own alignment in-house using the fishing string method. Additional suspension bits include Manatee Racing lower control arms and the aforementioned spot-welded chassis and custom 'cage.

Six-piston front Project Mu and dual piston OE Brembo rear calipers clamp down on Project Mu 999 Formula pads, ensuring late braking deep into a corner and confidence lap after lap. Grip is handled via semi-slick Advan 050 tires measuring 295-series all around for utmost traction. Newer Enkei RS05RR wheels give the R32 a much-needed update in the looks department while still being a perfect lightweight design for the track.

The Spartan interior finishes off this wild ride with one Bride Low Max seat to strap the driver in utilizing a Willans four-point harness. Drivers' hands will be on a Tanida suede steering wheel.

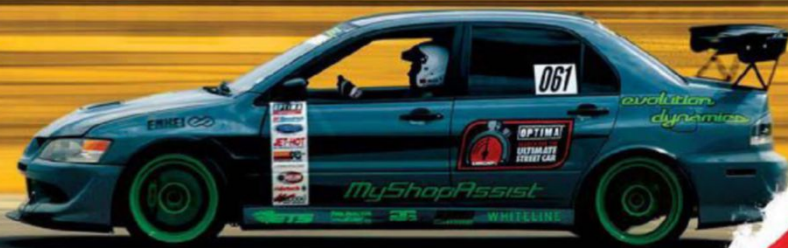
So if you ever find yourself in the sticks of Japan, all might not be lost. You might stumble upon one of Japan's best hidden secrets, such as Wacky Mate and Sakakibara's 900hp Skyline—one of the best R32 Skylines built to date! 🇯🇵



>>Beautifully TIG-welded chassis with hydro-cut Wacky Mate logos on the C-pillars.

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WHY RACE CARS THAT ARE SHOW CARS ARE ALMOST ALWAYS BETTER THAN THE OPPOSITE

WORDS Aaron Bonk PHOTOS Ginash George

One of the most imposing time-attack builds to emerge from the Midwest and victor of '15's Tuner Galleria spoils, Matt Eck's 350Z, probably wouldn't have happened were it not for an S14 that burnt to the ground in a house fire.

That's where the SR20 engine came from that ultimately made its way into the Z33 at the hands of Chicago's TF-Works. "All he wanted was for us to put the engine into the car," shop owner David Lee says about the '05 chassis that's since been prepared for the race track and put through the one-off, carbon-fiber and titanium-lined wringer.

THE POWERTRAIN

It starts with an SR20DET short-block that's been hogged out for 2.2L of displacement. More cubic inches mean getting the honkin' Precision 5862 turbo going is a whole lot easier and is in part what's led to the engine's 550 whp and 500 lb-ft of torque that Lee, in a shoulders-shrugged sort of way, says are really just preliminary, low-boost figures that ought not to excite you. Underneath the Seibon carbon-fiber hood, there's little that's been sourced from the off-the-shelf department. The twin-scroll turbine hangs from a custom exhaust manifold crafted by Lee's crew that pushes its waste through a 3-inch titanium exhaust handmade by the same team. None of this is the sort of stuff you'd expect from a car that, initially, went under Lee's care for nothing more than an engine swap. "Matt wanted to build the car, but he didn't know what direction to go," Lee says. "So we advised, collaborated, and came up with this."

And by this, Lee means a Z33 with the sort of dry-sump oiling system typically exclusive to big-dollar race cars, a ProEFI standalone computer that'll make your chipped ECU look about as sophisticated as a Walkman, and an OS Giken gearset and Exedy triple-disc-clutch combo that's worth more than a Miata. "Every part was chosen with purpose and for the appropriate response," Lee says before describing the MR2 electric power steering system that was integrated, which frees up parasitic drag at the crank yet allows Eck to go around corners without having to supplement his diet with Muscle Milk.



>>Gone is the VQ35DE V6 of the 350Z! This SR20 has been bumped up to a 2.2L and given more boost from a Precision 5862. What's that equal? More power and better weight distribution!



THE CHASSIS

Eck delivered the Z33 as a stripped-down shell, bare of just about everything that differentiates a 350Z from a pile of metal that resembles a 350Z. The blank slate allowed Lee and his team of fabricators to construct the chassis how they saw fit. The chrome-moly rollcage, which surrounds the Racetal seats and protrudes into the engine bay, tying into the shock towers, increases the Z33's rigidity, allowing the suspension to better do its job. Suspension like Stance two-way coilovers and a barrage of custom control arms and tie rods together allow the chassis to better do what the driver will expect it to.

Walk around the Z and it's obvious that everything that could be made better was. Here, stopping is just as important as turning and making lots of power; as such, TF-Works fitted the coupe with 380mm Tarox rotors all around with 10-piston calipers up front and 12 in the rear. In other words, here, a single corner's got more stopping power than your whole Civic. None of this means Eck's Z is any heavier than it ought to be, either. As it turns out, despite the added metal, the whole lot tips the

"Every part was chosen with purpose and for the appropriate response."

—David Lee, TF-Works



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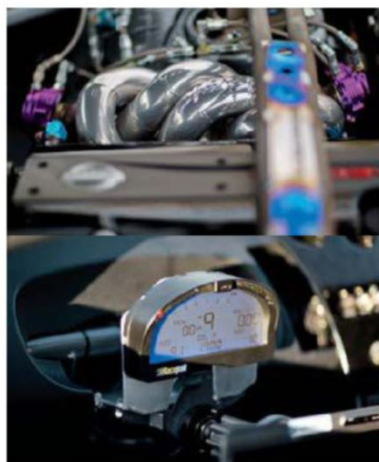
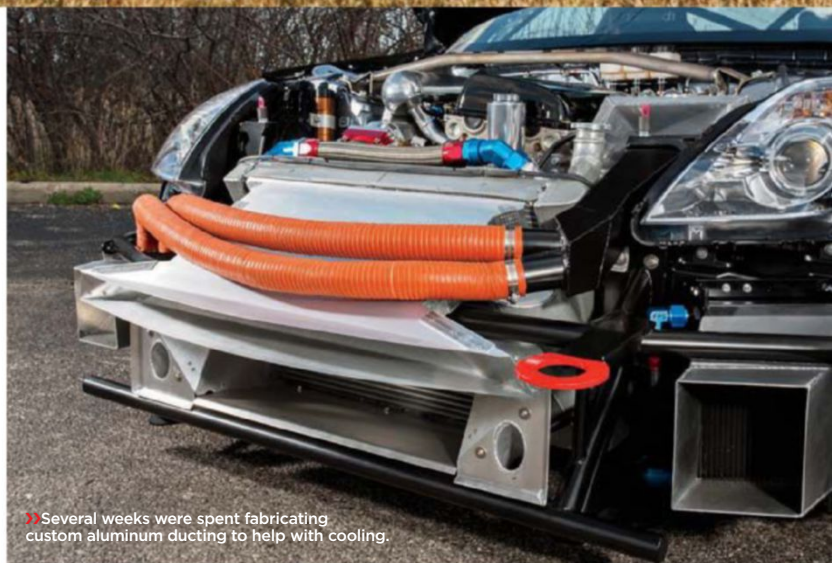
scale at 2,900 pounds without him in it—that's about 500 pounds lighter than when the Z33 left Nissan's assembly line and with its weight better distributed.

THE AERO

But all you care about when you first see Eck's Z is the big, fat Kognition GT wing that's mounted out back. That and the rest of the aero work, it's all purposeful. Like the Voltex front and rear spoilers and side sills that direct air toward all the right places, helping plant the chassis downward and increase tire grip as the speedo needle moves the right way.

It's this sort of aero that initially got Lee's TF-Works off the ground. Lee founded the company in '03, but it wasn't until it began importing Origin aero kits from Japan that the business really took off. "This was one of the first affordable kits from Japan," he says. "Now you could build a 240 that wasn't ugly."

Not ugly just like Eck's Z33 with its Lexan windows fitted at TF-Works that retain the original panes' curvature but weigh a whole lot less. Not ugly like the handcrafted tin work that directs air from the front bumper's opening toward the slant-mounted



"There's little that's been sourced from the off-the-shelf department."



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TUNING MENU '05 NISSAN 350Z

OWNER MATT ECK

HOMETOWN WHEELING, ILLINOIS

ENGINE 2.2L SR20DET short-block built by Mazworx; Darton ductile-iron sleeves; CP 90mm 9.0:1 pistons; Crower rods; Calico Coated ACL bearings; ARP main studs; Power Enterprise head gasket; Mazworx P11 SR20VET CNC-ported cylinder head; Supertech dual valvesprings, titanium retainers, valve guides, inner valvespring seats, and +1mm oversized valves; P12 cams, valve cover, and cam angle sensor; GReddy adjustable cam gears; Mazworx 1/2-inch head studs, timing chain tensioner, dry-sump oiling system; Nissan VVL plug cover; ATI crank pulley; Accusump pre-oiler; TF-Works custom alternator bracket, custom intake box, custom 5" Garrett intercooler, custom intake manifold with 90mm throttle body, custom intercooler piping, custom twin-scroll exhaust manifold, custom 3" titanium exhaust, custom fuel surge tank, aluminum ducting; Precision Turbo 5862 turbo; TIAL MVS 38mm wastegates (2), 50mm blow-off valve; Injector Dynamics 2,000cc injectors; Walbro 400-lph in-tank fuel pump; Bosch 044 in-line fuel pumps (2); CJM fuel return kit; Fragola hard-aluminum and steel-braided fuel lines; Aeromotive fuel pressure regulator; MSW ignition system; AEM ignition coils; Setrab oil and power steering coolers; C&R radiator; SPAL fan; Davies Craig electric water pump; MR2 electric power steering pump

DRIVETRAIN Z33 transmission; Mazworx transmission adapter plate; OS Giken gear set; Exedy triple-disc clutch; Tilton hydraulic clutch release bearing; Tomei 1.5-way limited-slip differential; NISMO differential cover; Driveshaft Shop driveshaft and Pro Level axles

ENGINE MANAGEMENT ProEFI EMS; Racepak Smartwire power distribution module and IQ3 dash; custom wiring harnesses

FOOTWORK & CHASSIS Stance Pro Comp +2 coilovers; SPL Pro V3 front upper arms, front lower arm bushings, front compression rod bushings, front outer tie rod ends, rear toe arms, rear camber links, rear traction links, rear knuckle bushing kit, and solid differential bushing set; TEIN hardened inner tie rods; Fontana Nissan Racing front lower control arms; AM Performance strut tower bar; Whiteline front and rear stabilizer bars and endlinks

BRAKES Tarox 380mm rotors, 10-piston front calipers, and 12-piston rear calipers

WHEELS & TIRES 18x9.5" front, 18x10.5" rear Volk Racing TE37SL wheels; 265/35R18 front, 275/35R18 rear Toyo Proxes tires

EXTERIOR Voltex body kit; Seibon carbon-fiber hood, fenders, doors, and trunk hatch; Kognition GT rear spoiler; Optic Armor Performance Lexan door and hatch windows; It's Proper livery

INTERIOR custom rollcage; Racetech 4009HR driver seat with custom fixed floor mounts, RT4009 passenger seat with Buddy Club rails; Teamtech Motorsports harness; Works Bell quick-release hub; OMP Targa steering wheel, fire-suppression system; PCI RaceAir helmet blower system; SPA Technique gauges

WWW tf-works.com

>>Despite a rollcage and other added metal, the car weighs 500 pounds lighter than stock!

aluminum radiator that hooks up to the engine's water inlets and outlets with a series of anodized-aluminum fittings spanned and clocked to match the engine bay's lines. These aren't the sort of details you'd necessarily expect from a purpose-built track car, but are nevertheless what led to the car's being crowned Best of Show at last April's annual Tuner Galleria.

Best of Show trophies won't make Eck's Z do any better on the time-attack circuit come later this year, though, and he and Lee are quite aware of that. According to Lee, another 150 hp are already in the works, and by the time you read this, Eck's Z33 will have made the transition from the show circuit to where every carbon fiber of its being says it ought to be: the racetrack. 



>>While it won Best of Show at Tuner Galleria, this is where this Z33 belongs!

Photo Nicolas Cassara

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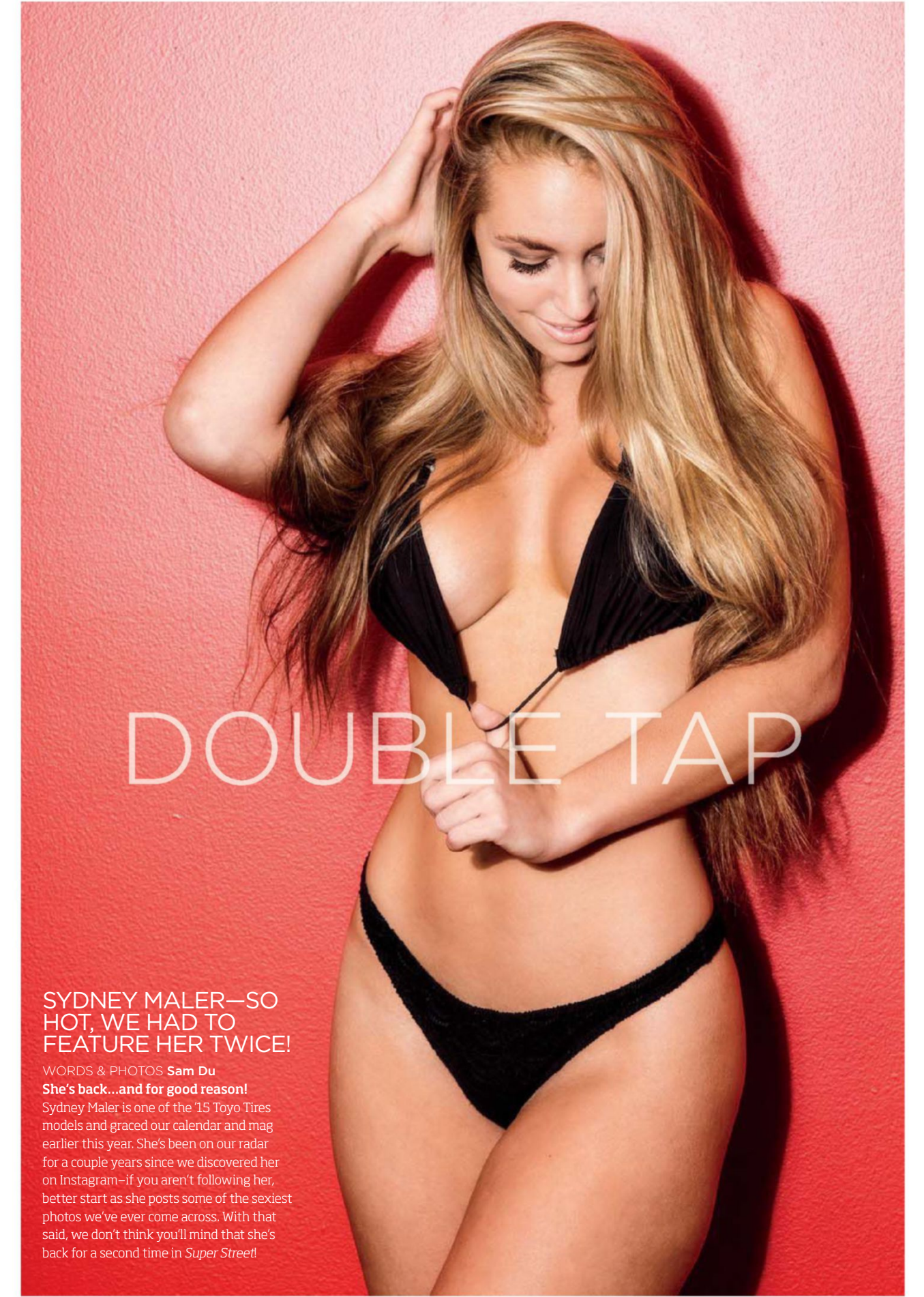
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DOUBLE TAP

SYDNEY MALER—SO HOT, WE HAD TO FEATURE HER TWICE!

WORDS & PHOTOS **Sam Du**

She's back...and for good reason!

Sydney Maler is one of the '15 Toyo Tires models and graced our calendar and mag earlier this year. She's been on our radar for a couple years since we discovered her on Instagram—if you aren't following her, better start as she posts some of the sexiest photos we've ever come across. With that said, we don't think you'll mind that she's back for a second time in *Super Street*!



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Lexus RC-F Sport
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11pcs. widebody aero kit



Nissan (RPS13) 240SX "380"
12pcs. widebody aero kit



Nissan (RPS13) 240SX Ver. 1
FSR kit w/ optional fender kits



Nissan (PS13) 240SX Ver. 1
FSR kit w/ optional fender kits



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Well hello again, Sydney.

What's been the best part about working with Toyo?

Going to the events and interacting with the car community. I have never worked around the car industry before, so I get to see everything for the first time, and I'm so glad to be a part of it!

What's the wildest photo shoot you've done?

I have been on a lot of crazy sets. I would have to say that music videos are always the craziest. I have had to save an actor from literally drowning, save an artist from almost being killed by a large animal, had to get into it with a few porn stars, and I swear there is always a "little person" running around! But that's what I love about my job—every day is "unique."

What's one movie you can watch over and over again?

This is kind of sad, but *Jackass*. I don't know what it is about that movie, but it gets me every time, even though I have seen it a thousand times. And no matter what, it puts me in a good mood.

Tell us why we should follow you on Snapchat.

I always find myself in the weirdest situations or predicaments, and I love being able to share my bizarre life. On Snapchat, I feel like people get to

SYDNEY MALER

BIRTHDAY August 8
HOMETOWN San Diego, CA
INSTAGRAM @sydneyamaler

know the real me, so I'm always super stoked to hear someone's following me on Snapchat.

If stranded on an island, what are two things you couldn't live without?
Smart Water and Sriracha are all I need.

If you had 24 hours to live, what would you do?

Hang out with my loved ones and probably eat a lot because who cares if it goes straight to my ass at that point. Upside!

Favorite place you've traveled to and why?

Austin! Because one time, I got a lap dance from Farrah of *Teen Mom*!

Lastly, where will we be seeing you next?

I have a few things coming up. I never like to jinx myself, but I'm sure you'll see me around. 🍷



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AN **IS300**
THAT'S
GOOD FOR
SHOW,
BUT EVEN
BETTER
FOR GO!

WORDS Yuta Akaishi
PHOTOS Chad Burdette

The Lexus IS300 before you is a cold-blooded killer—630 whp from a built 2JZ, plus all the proper handling upgrades to make it a competitive time attack car. It's also a showstopper with amazing attention to detail from the custom widebody conversion, shaved moldings and rear door handles, and stunning metallic blue paint... It's the definition of a car that belongs in *Super Street*. But after talking with owner Dan Kang, who runs a shop called Zen Motors,



perhaps the story behind how he got into IS300s and how this particular project survived is what makes it more special than the rest.

Dan started his journey into the world of automotive obsession at the age of 14, previous to owning a car or possessing a license. His first purchase was a set of car audio speakers. Although this may seem a bit random, we see it as a commitment—a promise to himself that regardless of what car he would eventually install the sound system in, it was guaranteed that it would not stay stock. Eventually the speakers found their home

within a hand-me-down '90 Saab 900S. The Saab was unfortunately stolen and his prized sound system taken from the car. Despite this devastating setback, giving up was not an option—a Civic was purchased and the process started once again. Parts were ordered, installed, and enjoyed—until yet again Dan found himself as the victim of theft. The Civic was recovered but had been stripped of all aftermarket components. Dan put the car back to driving condition and started saving his money again.

During these trying times, he didn't lose faith in his love for cars. As he continued to drive

his stock Civic to work every day, Dan learned of a new Toyota sedan that was nearing the final stages of development—similar in size to a BMW M3, rumored to be powered by the same legendary straight-six 2JZ engine as the Supra. He dug up any and all information he could find, keeping up with its release in Japan as the Altezza and in Europe as the IS200. When the U.S. debut of the Lexus IS300 was finally announced, he had saved enough to afford the car new from the dealer—he drove away with the first IS300 sold in the state of Connecticut. As any relationship goes, everything leading





"A collaboration of two great minds that has become one man's pride and joy."

up to "the one" is simply an exercise to learn exactly what you want. In Dan's case, his third car was exactly what he was looking for, pure perfection in his eyes. That is, until the IS300 became available with a manual transmission, at which point he promptly traded in for a new one. Dan still owns this particular IS, although it's been more than four years since he's driven it. Today he's the neighborhood "IS300 guy," having owned several over the last decade and currently taking care of four in his possession. The one on these pages is easily the wildest.

In April '00, Dan was at the local self-service

car wash (the only one in Hartford, Connecticut, in fact) when another IS pulled up. Since it was a brand-new car, it was rare to see another, *especially* modified. Out stepped De, and a conversation was unavoidable. It turned out that they were similar in age and heritage, and as fate would have it, De's (*nuts...got 'em! -JT*) car was also the first sold in its state. The two men instantly became friends and grew closer through the years. Ten years went by, and both of them kept their own and each other's passion for the IS300 alive—until one day De mentioned he was selling his car, subtly requesting that Dan

IS300 VS. ALTEZZA

WORDS Aaron Bonk

Toyota's Altezza is just another one of those painfully blatant reminders that A.) The Japanese have access to better cars than we do, and B.) I still don't live in Japan. The differences between North America's IS300 and the rest of the world's Altezza are important and, in some cases, go beyond skin deep.

THE ENGINE: The U.S.-market IS300 is based upon Toyota's 2JZ-GE—the naturally aspirated stepchild of the company's infamous 3.0L, twin-turbo Supra engine. Japanese models are made up of three different powertrains: the four-cylinder, 2.0L 3S-GE for RS200 models; the inline, six-cylinder 1G-FE for the AS200; and a 220hp 2JZ-GE similar to North American-bound models for the AS300. The 210hp, 2.0L 3S-GE and its six-speed manual transmission is the combination you care about, though. Toyota's high-compression, high-rpm BEAMS (Breakthrough Engine with Advanced Mechanism System) engine that features dual variable valve timing and titanium exhaust valves is one of the most remarkable naturally aspirated engines of its time.

THE CHASSIS: Altezza models feature Toyota badging, slightly shorter front and rear bumpers when compared to the IS300, which was stretched in order to meet U.S. crash-safety standards, and its infamous clear-like taillights that've transcended the word Altezza unto an entirely new meaning. North American versions also include bumper-positioned side-marker lights that you'll want to get rid of. Inside, Lexus appointments like heated leather seats separate posh American versions from select Japanese models. Underneath, differences are minimal save for slightly stiffer coil springs mounted onto the Altezza RS200's dampers, for example.



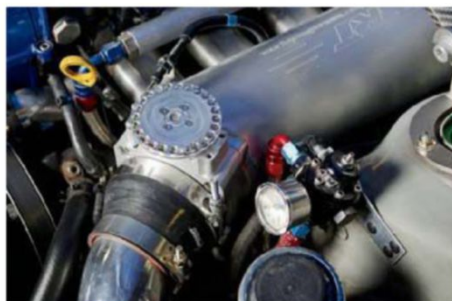
purchase it. At the time, Dan was in no position to responsibly purchase another car. De kept the car listed but made no visible effort to move it, continuing to hint that Dan be the new owner. They both understood the sentimental value the car held for De and that it would kill him to see it in the possession of a stranger. De practically pleaded that Dan simply throw out a number. Dan finally caved and threw out an unreasonable amount that he thought De would never agree to, in the hope that his friend would find closure and sell the car to somebody else. To Dan's disbelief, De agreed—practically giving him the car. Even before receiving payment, the car was loaded into a transporter and on its way.

Dan received his friend's pride and joy in a matter of days and struggled to come up with an appropriate way to handle the situation. What was the best course of action? Leave it as-is and preserve the car exactly as his friend had built it, or change it to fit his own style? Dan found his answer after less than 200 miles. The freshly built engine developed rod knock, so Dan knew it was not due to any fault of De's but rather a classic case of an improperly assembled engine. He decided to install a spare 2J he had been rebuilding with a Supertech valvetrain into the car. Once it was operational, he ironed out the smaller details, fitting the IS with a longer final drive, a TRD limited-slip differential, and a quick-spooling Borg Warner turbo setup.

Dan has since treated this car as his own masterpiece, his primary car amongst the other three, building upon the years of work De had put in—a collaboration of two great minds that has become one man's pride and joy. Since its reincarnation, this car has accumulated several show awards as well as two Global Time Attack first place finishes at Road Atlanta in the Street class. "It's still an all-around car," Dan concluded. "I drive it during the course of the week and go to shows, meets, and the track. I have this to show people that you can build something and enjoy it. Doesn't have to be all show. Just be smart about it and take care of what you have." With a full schedule of shows and time attack events on the horizon, the story of this man and his unparalleled devotion to the IS300 doesn't show any signs of coming to an end anytime soon. 



» Everything is zen when you have 630 whp on pump gas.



TUNING MENU '99 LEXUS IS300

OWNER DAN KANG

HOMETOWN SUWANEE, GA

OCCUPATION OWNER OF ZEN MOTORS

POWER 630 whp; 509 lb-ft of torque at 23 psi on pump gas

ENGINE 2JZ-GTE block; CP pistons; Manley I-beam rods; Clevite 77 main, rod and thrust bearings; ARP harmonic dampener, L19 head studs; ported head; Supertech 1mm oversized intake and exhaust valves, dual valvesprings, titanium retainers; HKS 272° cams, cam gears; SRT CNC intake manifold, fuel rail; Accufab 90mm throttle body; dual 155-lph Walbro fuel pumps in custom CNC hanger; dual stainless -6 feed lines and single stainless -6 return line; Aeromotive A1000 fuel pressure regulator; 1260cc Siemens injectors; BorgWarner 8374 dual ball bearing turbo; dual Blitz blow-off valves; ported and reinforced tubular manifold; TIAL 44mm wastegate; 3" exhaust with HKS Hyper; DMH electric cut-out; dual quad spark igniters; powdercoated valve covers

DRIVETRAIN V160 six-speed manual swap; Blitz twin-disc clutch; MKIV Supra rear differential case with Kaaz two-way; custom rear diff subframe cage

ENGINE MANAGEMENT DIYAUTOTUNE's MS3Pro; J&S Safeguard knock sensing unit; relocated ECU; AEM wideband gauge with Haltech input; Blitz BLM gauges, SBC ID V3 and turbo timer

FOOTWORK & CHASSIS Fortune Auto 510 Series coilovers; TRD sway bars, crossmember braces, rear strut bar, front trailing arms; custom rear control arms

BRAKES OE Supra TT four-piston brakes; stainless braided lines; relocated ABS system

WHEELS & TIRES Street: 19x9.5" front, 19x11" rear Work Varianza T1S wheels rebuilt by Avante Garde; 225/35R19 front, 245/35R19 rear Falken Azenis FK-453 tires; Track: 18x10" front, 18x10.5" Work M.C.O Racing Type CS wheels; 245/40R18 front, 285/35R18 rear Hankook RS3 tires

EXTERIOR custom widebody with flared front and rear fenders; L-tuned front and rear bumpers; D-Speed side skirts; shaved rear door handles and moldings; hood cutouts with reinforced subframe; smoked headlights; trunk lip spoiler; metallic blue paint

INTERIOR Bride Gias Low Max Maziora seats; rear seats upholstered in Bride gradation material; Sparco steering wheel; Cusco six-point rollcage; Eclipse double-din head unit; engine start button relocated to lighter socket; battery relocated to trunk



Gram LIGHTS

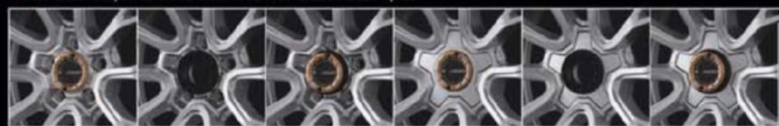
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WORDS & PHOTOS **Luke Munnell**

It was a crisp, dew-soaked Sunday morning in June, on the rural outskirts of Lethbridge, Alberta, Canada, when Temple Hill Motorcross Park had come to an eerie standstill. The adrenaline-laced buzz of smoky two-strokes racing in all directions fell silent, save for the crackle of a single corner-worker's yellow flag whipping through the brisk morning air. Those in attendance stood in a solemn shock, their gaze fixed on one tiny figure lying motionless in the dirt.

A competitive freestyle BMX rider and drifter, Robert Parsons was beginning to discover weekend motocross riding as something he could enjoy apart from the responsibilities of daily life. Representing his sponsors, the workload of his job as a metal fabricator, and his plans for building a recently acquired Nissan 180SX were usually nowhere in mind during these precious few hours. But in this instant, they—mixed with sheer terror—flooded his mind. Moments earlier, Rob had come up short on a step-up and found himself in a mid-air collision course with a nasty fence.







HAND CONTROLS

The car uses a motorcycle-style clutch lever and thumb buttons that electro-hydraulically actuate a clutch and H-pattern gearbox. The system has full disengagement in 0.2 seconds.

He ditched his bike and avoided impalement, but landed awkwardly straight-legged, breaking both his legs (tibia, fibula, and femur), puncturing both lungs, and exploding his spine, completely severing his spinal cord. Of course, he didn't know all that at the time; he only knew he was unable to move and was quickly becoming unable to breathe.

Before fading from consciousness, Rob pierced the silence with three uncharacteristic words. "I need help!"

Rob spent the next few hours in transit between two hospitals, being resuscitated in and out of consciousness. Lengthy surgeries and a near-fatal E. coli infection stretched his hospital stay to six months, and as he became aware of the extent of his injuries, he realized his entire life had changed. "I had no idea what I was going to do," he recalls. "I felt dead inside."

Inpatient confinement gave way to outpatient rehabilitation, and Rob began seeing possibilities for living the life he'd begun to build for himself. BMX was out, but the more he thought about it, the more he realized building his car and continuing with drifting were more than

possible. He had two choices: He could resign to a life of disability (and really, who could blame him?), or he could harness his ingenuity and new mobility and simply get on with it.

Rob's career as a metal fabricator was waiting for him (albeit with a greater emphasis on 3D CAD, CNC machining, and structural design), and after a brief readjustment period, he managed to fabricate a rotisserie at his shop and strip his 180SX down to its shell. "Once I got that far," he says, "I knew the rest was possible."

The project required a huge investment of labor and money, and as much of a "DIY guy" as Rob was, he knew he couldn't do it alone. He drew up a plan that outlined exactly what he wanted to do—a pretty lofty goal. "I presented my proposal to a lot of companies and looked for partners. There wasn't much belief that it would

"I had no idea what I was going to do. I felt dead inside."



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actually happen," he laughed. That first year was a lot of personal investment for Rob, and a lot of rejection. "Being turned down was tough at first, but after a while it wasn't such a big deal. I found a tight group of friends and sponsors willing to help, and I knew we could do it, even if we couldn't convince the world just yet."

After years of drifting four-cylinders (past cars included a 450hp SR-powered Silvia and a



» A lot of coordination is required to operate the throttle, clutch, e-brake, and steering all with the hands.

RWD Corolla), he wanted linear V-8 torque. To make room for what would today be a Vortech-supercharged, Schwanke Engines 5.7L GM LS with a T56 Magnum six-speed transmission, he hacked the front and rear of his S13 to almost nothing, fabricating structural reinforcements and "bash bar" supports in key areas. All this allowed him to shed weight, make room for the larger powertrain and rear-mounted cooling system, and allow easy access to the car's footworks.

"The hand controls were something I started thinking about in the hospital," Rob tells. "The actual controls you see are a modified version of what you can find anywhere." But since pro drifting requires control of a clutch and gears, Rob devised a motorcycle-style clutch lever and thumb buttons that electro-hydraulically actuate an ACT twin-disc clutch and H-pattern gearbox through a modified Mastershift system. The modifications are part of Rob's patent-pending product that move

600 pounds of pressure plate force in 0.2 seconds completely linearly to the input of the hand controls. Rob can clutch-kick, feather the clutch, shift up or down at will—everything he would be able to do in a traditional setup. He also rigged his hydraulic handbrake to disengage the clutch when it's pulled. The rest is standard issue: Push the lever down for throttle, toward the dash for brake. Standing burnouts in one swift motion, with no side-stepping required? Awesome.

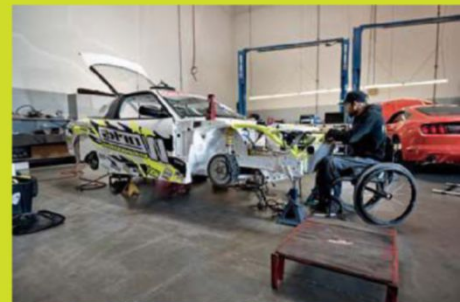
As soon as the car started running, "We started changing a lot of minds," Rob says. His network and resource base grew, and finding help quickly became less of an issue. One company that stepped up to the plate early on was Hoonigan. Before his accident, Rob met and befriended Tony Angelo and Ryan Tuerck at a drifting demo in Alberta and then went on to judge DMCC West competition with Tony. Once they, along with founders Brian Scotto and Ken Block, learned what Rob was up to this time around, they backed him all the way. Rob starred in an episode of Network A's *Tuerck'd* in which Ryan and Chris Forsberg try their hand at drifting his car (humorously). "Seeing it come together, getting behind the wheel again and being a part of it all..." Rob explains, "I began to



» Entire cooling system relocated to the rear!

think, 'I could really use this as a tool to help others find that same excitement.'"

In the months preceding press time, Rob rebuilt the car with assistance from partner Vortech with two goals in mind: Prepare the car for a full '15 season of Top Drift competition in Southern



ROB OF ALL TRADES

Rob Parsons is also a fabricator. He had a major role in the entire build of his drift car, including engine assembly, custom fab work, and getting the hand controls to function properly. The build took a year and a half to complete in Rob's own garage.

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"I could really use this as a tool to help others find that same excitement."

TUNING MENU '91 NISSAN 180SX

OWNER ROB PARSONS

HOMETOWN LETHBRIDGE, ALBERTA

OCCUPATION THE ORIGINAL CHAIRSLAYER

ENGINE Schwanke Engines 5.7L built short-block; Wiseco pistons; Monlar Technologies rods; GM crankshaft; Victor metal head gaskets; LS1 heads; Manley valves; COMP Cams 224/228° camshaft, dual spring valvesprings, pushrods, rocker arm trunions; GMP LS7 lifters; Vortech V1-Ti supercharger, dual blow-off valves; A&A Corvette supercharger bracket; Works Engineering oil catch can, power steering reservoir, surge tank; Aeromotive A1000 fuel system with -10 fuel feed; BBK Performance throttle body; Mishimoto dual pass radiator, oil cooler; intercooler; Accusump oil accumulator; Canton Racing oil pan; SIKKY motor mounts; modified Hooker 1.875" headers; Vibrant stainless oval exhaust; Van-Jen coupler system, miscellaneous fabrication components, AN fittings; custom chassis harness; Turnkey Innovations engine harness

DRIVETRAIN T56 Magnum six-speed transmission; Chairslayers electro-hydraulic clutch system; Mastershift electronic shifter; ACT twin-disc clutch and lightened flywheel; PATS Driveline custom driveshaft; KAAZ GT-R two-way differential

FOOTWORK & CHASSIS KW Suspension Club-Sport coilovers; Voodoo 13 rear arms; MA Motorsports front knuckles, extended factory control arms

BRAKES Wilwood front calipers; 350Z rotors; ASD e-brake with electronic clutch disengagement

WHEELS & TIRES 18x9.5" front, 18x10.5" rear Varrstoen wheels; 235/35R18 front, 265/30R18 rear Achilles 123 tires

EXTERIOR IMVEE Aero body kit; Dmax hood; Origin over-fenders; The Machete Group-designed livery; vinyl by Curtis Cooper and 661 Printing

INTERIOR Chairslayer Racing rollcage; custom Takata seats, 7-point harnesses with leg restraints; BSCI custom seat insert; Driven Steering steering wheel; Sparco weld-on quick release; Works Engineering gauges

THANKS YOU My entire family for helping out and believing in me; all my friends for countless hours helping; Curtis Huisman; Eliza Coleman; Terry and Jim Middlebrook; Fred Meyer; Brian Scott; Ashley Baker; Luke Munnell; Will Roegge; Hert Eugene



California, and build it to be used as a tool for instructional driving clinics through his newly formed Chairslayers Foundation—a non-profit organization dedicated to getting paraplegics like Rob behind the wheel of high-performance cars. The first of these clinics was recently held at Willow Springs Test Circuit in California and was featured in an episode of Discovery Channel's *Daily Planet*, where Rob spent the day with U.K. paraplegic drifting enthusiast Ben Conolly, teaching him the finer points of hand-controlled drifting and—we think—instilling in him the motivation to work past his own challenges. "That's what it's all about," Rob surmises. "Differently abled or not, we're all working toward goals in life, and are all faced with challenges. Sometimes we just need a little help to get there." 🇺🇸



»Rob was able to outfit his S13 with a supercharged V-8—enough power to be competitive on the drift circuit. Front and rear tubes are easily replaceable if an accident was to occur.

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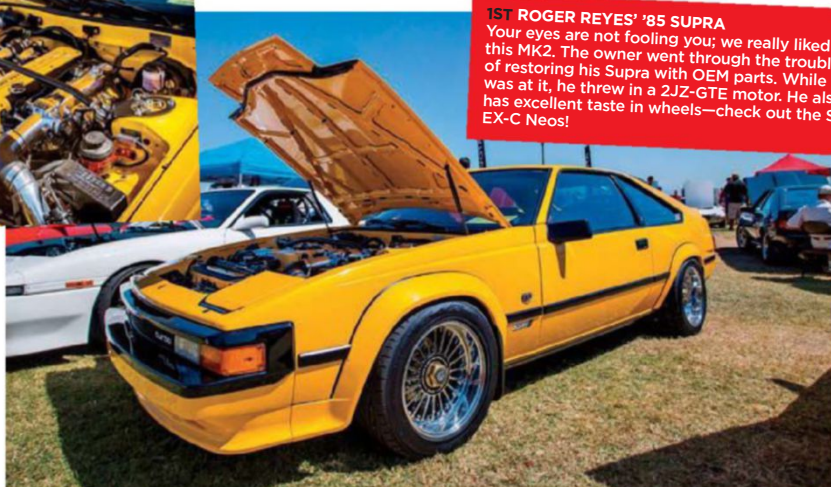
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20 YEARS OF TOYOTAFEST

The Toyota Owner's and Restorer's Club (TORC) reached an impressive milestone with the 20th anniversary of its Toyotafest car show. As the event's name suggests, it is a celebration of all things Toyota, including huge representations from Lexus and Scion. As you can imagine with a successful show like this turning two decades old, the turnout was huge. Even before the gates opened at the Queen Mary Events Park in LBC, finding parking was as difficult as understanding the Mayweather-Pacquiao fight. Toyota nerds were treated to impeccably restored old-school vehicles, which included some fitted with new-school technology. However, these three specific Toyotas take the cake for us:



1ST ROGER REYES' '85 SUPRA
Your eyes are not fooling you; we really liked this MK2. The owner went through the trouble of restoring his Supra with OEM parts. While he was at it, he threw in a 2JZ-GTE motor. He also has excellent taste in wheels—check out the SSR EX-C Neos!



2ND JANET FUJIMOTO'S '70 CROWN
When Janet bought this Crown, it was just an ancient rust bucket of a car shell. Now it's a restored beauty powered by a beast 2JZ motor. The end result is a unique and one-of-a-kind build.

Connect: toyotaclub.org



3RD JOSE LALAMA'S '73 COROLLA
This is our kind of shaggin' wagon! Under the hood is a T66 turbocharged, fully built 3RZ motor from a Toyota Tacoma. Legendary tuner Bisimoto helped with this project, so you know it's legit.

SUPER STREET SHOUTOUT



Holla! Here's your chance to shine and get a free shout-out! We're looking over our Instagram feed for cool rides with the hashtag #superstreetme. Hashtag a photo of your car and you can find yourself in the next issue of *Super Street*!

@jay_shells



Normally, you'd see a Rocket Bunny 240SX beaten to death from drifting. Jay's is kept clean with a tasteful set of wheels. #justiceforelijah

@booogs



Talk about a unique E46! The fenders have a DTM feel to 'em. We hear the owner is about to drop an LS1 in it, too!

@pinaygirlcassy



A girl-driven car without Hello Kitty decals is always a win for us. She knows what she's doing, especially with those Work XD9s.

@jdms2000f20c



J's Racing widebody kit? Check. Turbo F20 motor? Check. The ladies' panties? Long gone.

NEW PRODUCTS



HKS LEGAMAX

From the brand that has changed the aftermarket performance industry starting in Japan more than 40 years ago, HKS has announced retail pricing will be discounted for its popular exhaust systems, which include Hi-Power, Racing, Ti-Carbon, Sport, Turbo, and Legamax. Check with Motovicity for exact pricing, but you can sleep tight knowing you no longer have to buy no-name exhausts that will deteriorate, have fitment issues, and have zero performance value. motovicity.com

TIRE GRAPHIX

Instead of spray-painting your tires with logos that will eventually fade, Tire Graphix has a better, long-lasting solution. Its kits use raised rubber letterings and special adhesives that apply directly to your tires. They're easy to install and the company can even create customized logos and lettering for whatever your tires desire. tiregraphix.com



VOLK RACING G25 LIMITED EDITION

Meet the newest addition in the Volk Racing G25 lineup, the D-BK '15 Limited. It's basically the same one-piece mold from forged G25, but the limited-edition black clearcoat finish is what's new and breathtaking. Sizes range from 18" to 20" with 7.5" to 11" widths, so it'll be available for most newer Japanese and Euro vehicles. mackin-ind.com



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WORDS & PHOTOS Sam Du

When we visit New York, we fill our stomachs with halal cart and Shake Shack, party like rock stars at clubs like Tao and Marquee, and meet some of the sexiest girls The Big Apple has to offer—like Christine Elle! We've heard about Christine over the last couple of years from seeing her at local shows. During the week of the New York International Auto Show, we finally got a chance to meet the Jersey-raised girl. She had a couple hours to spare in between modeling at the show and her day-to-day job as a critical care nurse, so we set up a photo shoot at the famous Standard High Line hotel. From her down-to-earth personality, hard work ethic, and undeniable sex appeal, we know you'll enjoy her as this month's spotlight!

What's your ethnicity?

I'm American with mostly Filipino roots and Chinese 'n' Spanish blood.

How'd you get into modeling?

I've always been fascinated with cars. I once helped a friend out by modeling for his booth at a local car show to get a free pass to the event. I ended up falling in love with the whole scene! And because I'm only 5'3" with tiny feet, I've found success in live/promotional, commercial print, and shoe modeling.

What car do you drive?

I drive a '95 Mazda Miata, which completely fits my personality.

Have a nickname?

"Christine the Machine" because I'm always on the go and looking for a new challenge. No time for weakness!

Favorite part of your body?

My tummy, but we have a love-hate relationship. I love to eat and my belly is the first place I show weight. I have to work extra hard to keep it toned!

If you were stranded on an island, what are three things you couldn't live without?

Good company, good food, and alcohol! 🍷



>>Check out superstreetonline.com for more photos.

CHRISTINE ELLE

Birthday March 12
Hometown Brooklyn, NY
Instagram @ichristineelle





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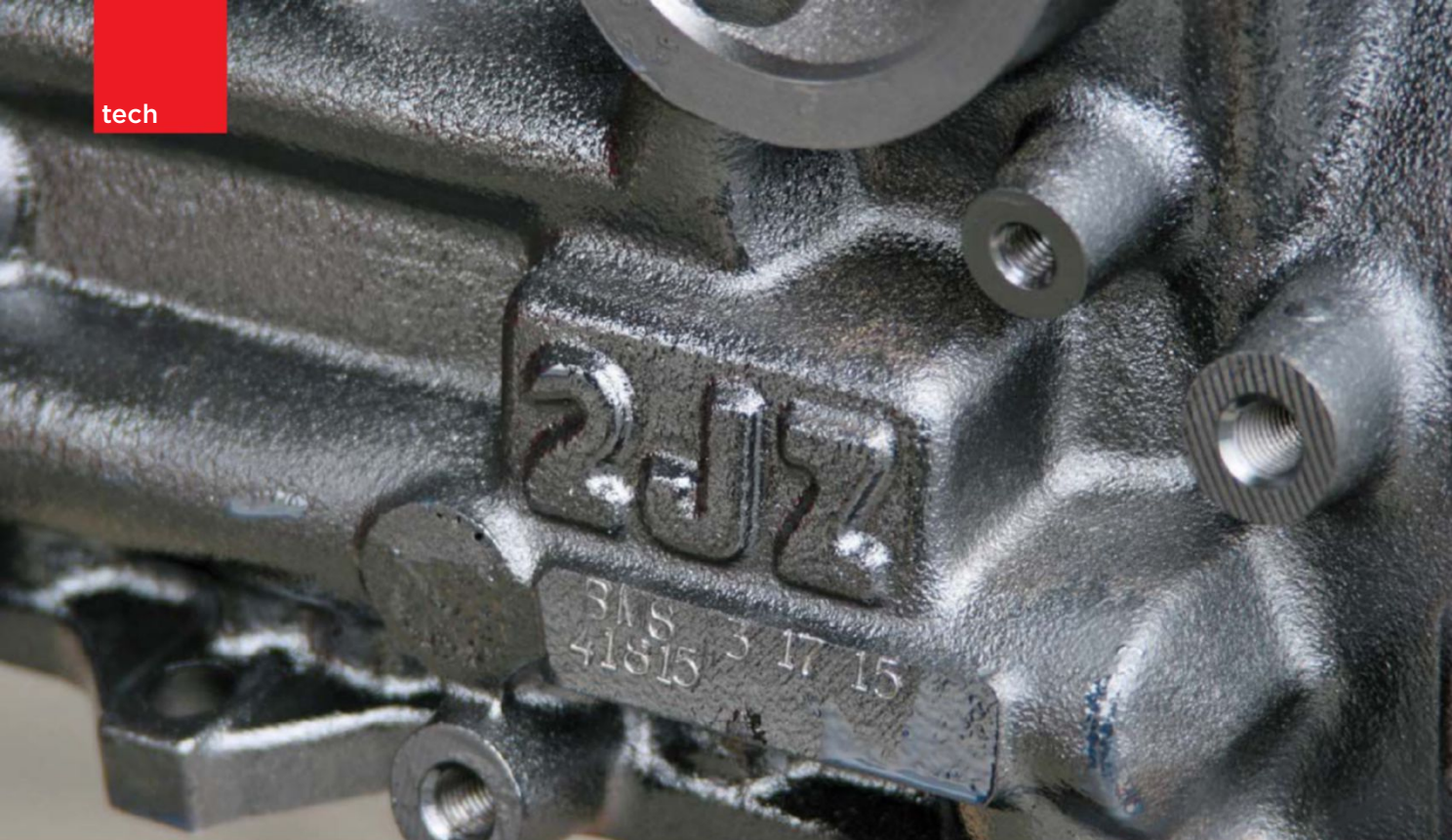


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2JZ-GTE INSIDE OUT

A CLOSE-UP LOOK AT TOYOTA'S ARCHETYPE TURBO ENGINE



» Toyota's 2JZ-GTE comes in a few different varieties and can be sourced from multiple chassis, the most obvious of which is the '93-'98 Supra Turbo.

WORDS & PHOTOS Aaron Bonk

Toyota's Supra can be traced back to the late '70s when the nameplate spun off as a moderately hulked-up version of the company's second-generation Celica coupe. Celica Supras were built with longer wheelbases, were wider, and had more powerful six-cylinder engines. But they were still Celicas.

In '86 the Supra dropped its first name, and with the introduction of the fourth-generation model in late '92, it shared about as many ties with the company's entry-level sport compact as it did with the brand's corny little Paseo. All of that was mostly because of the MKIV Supra's factory turbocharged 2JZ-GTE powerplant—an inline-six-cylinder engine so ready to make sobering sorts of horsepower that, even 23 years later, pro motorsports teams of all sorts still seek out the early '90s 3.0L just as they did decades prior. And for good reason. Few production engines before or since are capable of the sort of outlandish horsepower the 2JZ-GTE's good for with so few modifications.

WHERE TO FIND ONE

Here in the U.S., the 2JZ-GTE, which was a clean-sheet design, wholly independent of the preceding Supra's 7M-GTE, was available only in '93-'98 Supra Turbo models.

In Japan, the 2JZ-GTE was introduced in '91 underneath the Toyota Aristo's hood and survived within select Japanese Supras until it was curtains for the car altogether in '02.

The 2JZ-GTE's naturally aspirated and easier-to-find older sibling, the 2JZ-GE, is based on the same short-block and nearly identical but higher-compression rotating assembly. But as far as Toyota's concerned, it is only good for about 230 hp. You don't care about these. Stay away from them by not looking underneath the hoods of non-turbo, fourth-generation Supras as well as Lexus' IS300, GS300, and SC300.



» The 2JZ-GTE is based on a 3.0L, inline-six, cast-iron short-block with an aluminum head. From the factory, North American versions put down 320 hp but leave a whole lot of wiggle room for much more. A single turbo conversion seen above.



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THE JDM ALTERNATIVE

Overseas derivatives of the 2JZ-GTE include the 1JZ-GTE—a destroyed, 2.5L version of the familiar cast-iron long-block of which later versions featured variable intake cam phasing and a single turbo. Even the 2JZ-GTE was updated for the Japanese market in '97, when the engine received the same VVT-i treatment as the 1JZ-GTE with updated turbos. But you don't live in Japan and, chances are, the engine you care about is the North America-bound 3.0L that makes more power and made you want the Japanese-made supercar since before you were old enough to reach the pedals on a Huffy. But you should; JDM engines are easier to source, less expensive, and just as capable despite some of their shortcomings, like smaller fuel injectors and cams.

IT'S ALL ABOUT THE BLOCK

Toyota took cues from Nissan's circuit-owning RB series of engines when developing its 3.0L 2JZ platform. Like the RB26DETT, the 2JZ's inline configuration lends itself to a design that's naturally balanced. Unlike V-type engines, half of the block's rotating assembly doesn't get tossed around in opposite directions from one another. Watch the 2JZ's mess of pistons and rods spin about and you'll notice its front three cylinders do the opposite of its rear. The even distribution of weight means the typical polar rocking motion you'll find in a V-6, for example, isn't there. All you care about, though, is that the design means you can rev it higher longer, safer, and smoother than just about anything else.



>>Toyota's inline-six initially featured a sequential turbo layout, where a pair of turbos work together to provide impressive peak power with as little low-end lag as possible. Twin-turbo setups like this preserve the Supra's heritage but ditch the often unreliable sequential configuration for a parallel layout.



>>John Russakoff's single turbo Supra. I swear officer these burnout marks were already here!

>GENTLEMEN AND THEIR AGREEMENTS

The 2JZ-GTE translates into a seemingly conservative 320 hp and 315 lb-ft of torque for North America-bound models, and there's a reason things seem so timid. Since '89, Japanese automakers have avoided expensive horsepower wars by capping production-car output in their homeland to 276 hp. At least on paper. This gentlemen's agreement has since been broken, but the once-settled-upon but often-not-followed terms meant engines like Toyota's 2JZ-GTE left the production line with a whole lot of unsqueezed juice left in them. At the time, the agreement made a lot of sense for a country with a maximum speed limit of 62 mph, but has since proven unrealistic for American car buyers who expect mom's minivan to make more power than a mid-'90s supercar. All this means to you is that turning 400 hp out of the 2JZ-GTE with a few bolt-ons any numbskull could handle is easier than you think.



>>Toyota's cast-iron block is incredibly simple yet features key upgrades that help preserve engine life while under boost, like the factory-supplied oil cooler that sandwiches itself in between the oil filter and the block.



>>Massive power gains are possible mostly because of the 2JZ-GTE's cast-iron block that requires little work. Aluminum's lighter, sure, but few materials compare to the strength of cast iron.

Being able to double power levels may not seem like something a simple engine's capable of, but that's sort of what makes all of this possible. Looking for an engine capable of 700 or more horsepower without cracking open the bottom end? Build it out of heavier-duty cast-iron instead of aluminum, give it a solid deck to ward off cylinder movement, stuff in a forged crank, and tame the compression ratio with dish-shaped pistons just like Toyota did. A series of seven main caps keeps the crank from shifting, and under-piston oil squirters cool the rotating assembly and keep it lubricated at high rpm. Toyota's people also carefully considered the engine's geometry, integrating the elusive square-shaped design where bore diameter and stroke length are one and the same.

"Aside from a temperamental bracket that secures the tensioner in place, an oil pump seal that's notorious for pushing itself out, and a crank pulley that likes to come apart, failures don't occur often," according to Southern California Supra expert Ian Sai-Ngarm of FSR Motorsport Creations (fsmotorsports.com).

"The 2JZ-GTE's factory turbos will only get you so far. As it turns out, a single-turbo overhaul has to happen if you want to get serious."

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750 HP THE EASY WAY

More than doubling the 2JZ-GTE's power output isn't hard, according to the guys at FSR, but ditching the sequential turbo system for a larger, single compressor has to happen first. First, look for a turbo in the 64-80mm range accompanied by a higher-flowing external wastegate and ditch the side-mount intercooler for a front-mount unit with more surface area. Both GReddy and HKS offer upgrade kits that include everything you need to do just that. You'll also need a higher-flowing fuel pump, larger-diameter delivery lines, 1,000cc fuel injectors, and some sort of tunable ECU, like AEM's Infinity, for example. Aftermarket cams like those from Brian Crower will make getting to that 750hp mark a whole lot easier and are about the only thing you'll need to touch underneath the valve cover this side of stiffer valvesprings to avoid potential valve float.

»THE GOOD AND BAD

PROS:

- Capable of 2,000 hp
- Tightly packaged, inline configuration
- Non-interference valvetrain
- Bulletproof cast-iron block
- Forged crankshaft
- Massive main journals
- Under-piston oil squirters
- Square bore and stroke
- Timing belt, oil pump, and cooling system capable of 1,000-plus hp

CONS:

- Failure-prone timing belt tensioner bracket
- Oil pump seal can blow out
- Crank pulley can come apart
- Poor-flowing cylinder head
- Failure-prone sequential turbo system



»Toyota also implemented a solid deck that eliminates cylinder shifting that's common in open-deck designs—another reason huge power gains are possible here.

»SEQUENTIAL BOOST

Toyota's 2JZ-GTE gets all 320 hp from a sequentially paired team of Hitachi turbos codeveloped by Toyota that aren't a whole lot different than the T3 turbo you once stuck on your Civic. Unlike parallel twin-turbo setups where two equally sized turbos huff the same amount of air at the same time, sequential layouts allow one turbo to do its job first and the other to join in at higher engine speeds. Oftentimes, a smaller turbo precedes a larger one, but with the 2JZ-GTE, equal-sized turbos sit at both ends. The Supra was one of the first cars to prove that sequential turbocharging didn't have to be clunky and unreliable. Here, by 1,800 rpm the first turbo's already online. Stab the throttle; let the ECU, wastegate, and a couple of bypass valves do their jobs; and by 4,000 rpm, two turbos are spinning full-song.

"Toyota's people also carefully considered the engine's geometry, integrating the elusive square-shaped design where bore diameter and stroke length are one and the same."



»The aluminum cylinder head features four valves per cylinder and a pent-roof design. If the 2JZ-GTE has any sort of shortcoming, it's in the head. Here, airflow can be improved upon through porting, and more aggressive cams are almost always necessary with high-horsepower applications.

»GET IN WHERE YOU FIT IN



»Formula D pro Ken Gushi was asked to build his dream drift car; the results included GReddy, an FR-S, Rocket Bunny and 700hp 2JZ.



»Looks can be deceiving as is the case with this sleeper '72 Toyota Hilux hiding a 2J with 739hp and 641 lb-ft of torque.



»Blasphemy? Probably, but this Swedish R34 Skyline GT-T is rocking 600 ponies of Supra under its hood.



»Rob Bailey had a 2JZ lying around and decided his '75 Mercedes-Benz 240D could benefit. Auf Wiedersehen diesel, hello wild!

PROVEN PARTS



BRIAN CROWER CAMS:

Aftermarket cams like those from Brian Crower are one of the best ways to shift the 2JZ-GTE's powerband into a more effective range, making the engine a whole lot more efficient. The company offers three stages of cams that are suitable for everything from daily drivers to full-blown drag cars.

briancrower.com



AEM INFINITY PROGRAMMABLE ECU:

The Supra's cast-iron block is strong, but without the right tuning, it'll blow to smithereens just like any other engine. AEM's plug-and-play Infinity ECU connects right up to the Supra's engine and chassis harnesses and allows for complete control over everything that's going on with the engine and a whole lot more.

aemelectronics.com



GREDDY TURBO UPGRADE:

The 2JZ-GTE's factory turbos will only get you so far. As it turns out, a single-turbo overhaul, like something from Greddy, has to happen if you want to get serious. Greddy's single-turbo conversion kits include all of the important bits, like an equal-length exhaust manifold, an external wastegate, and the turbo itself, with options serious enough to allow for nine-second timeslips.

greddy.com



>>Toyota's clever, sequential turbo layout, which is typically ditched in higher-horsepower applications, is based upon a pair of Hitachi CT12B turbos. Here, a single turbo does all the work early on before the second one—of equal size—comes online by 4,000 rpm.

MORE POWER THAN YOU'LL KNOW WHAT TO DO WITH

The 2JZ-GTE's already proven itself worthy of belting out more than 2,000 hp. You'll need more than a 64mm turbo to get anywhere close, though, but it's less complicated than you think. Start with something in the 72mm range and plan on bulking up the bottom end with forged pistons and rods as well as billet main caps. Larger-diameter head studs will keep the head from lifting off of the block. Even bigger cams and head porting also have to be addressed here, and if you don't want to run out of fuel, look to 2,000cc injectors—12 of them if your power goals are silly enough—along with a trio of fuel pumps, depending on how ridiculous and far away from that Celica lineage you want to get. 

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WORDS & PHOTOS Jofel Tolosa

While Frank Garcia's Honda Civic SiR-S no longer resembles what it looked like when it rolled out of the factory, it's quite a special build—whether it makes you squirm or puts a smile on your face. Frank

is the founder of Downstar, a company that manufactures dress-up hardware and engine bay accessories largely for Hondas. He picked up this rare SiR-S in '08 with the help of Moshi Moshi Motors.

Running a company that specializes in shiny engine goodies, you can bet Frank wasn't going to half-ass anything under the hood. His engine bay is impeccably clean thanks to hours and hours of shaving the bay. And taking a page from the proven hot rod methodology, a more powerful K20 was dropped in the place of the original B-series motor. From there, every single Downstar accessory that could fit was thrown into the mix, from the mounting hardware to the boltless brake booster delete. "I didn't want to use the old hardware because it was rusted and would kill the look of all the work I was going to do," Frank told us. And just when you think a K20 in a shaved EG bay wasn't enough, he decided to paint it Lamborghini green. How's that for attention?!

While the highlight of this car is undeniably under the hood, the rest of the build was kept simple and clean. The interior is in pristine condition with a set of carbon Status buckets and a Grip Royal wheel. The exterior of the EG6 rocks a TNA front bumper, rare Chargespeed fenders, and a Spoon duckbill spoiler—subtle body mods that give the car a sophisticated personality while not taking away from the engine. Finally, tying it all together is a set of wheels everybody wanted in the '90s—Spoon SW388s.

"The overall theme of the build is meant to be unique. We wanted the car to look 'normal' from the outside, but when you pop the hood, even a non-car person would be surprised. We also focused on the smaller details such as rebuilding the Spoon calipers and upgrading the lines," Frank concluded. Regardless if you're a Honda aficionado or not, it's one of those cars where you can appreciate all the small little details. For us, it hit all the right spots—gangster motor, JDM components, and a zero-f*cks-given personal touch. 🍷



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OWNER FRANK GARCIA

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DRIVETRAIN Type S transmission; Downstar K-Series transmission hardware kit, Tuckin' clutch line kit, S2000 clutch master cylinder and spacer

FOOTWORK & CHASSIS Skunk2 Pro S2 coilovers, front and rear camber kits; K-Tuned traction bars; ASR lower control arms, sway bars, subframe brace; Downstar trailing arm hardware kit, rear lower control arm hardware kit; Energy Suspension trailing arm bushings

BRAKES Spoon twin block calipers; drilled/slotted rotors; Downstar Tuckin' brake kit, boltless brake booster delete, billet WMC reservoir cap

WHEELS & TIRES 16x8" Spoon SW388 wheels; 205/45R16 Falken Azenis

EXTERIOR Black Nighthawk paint; Chargespeed fenders; TNA front bumper; Spoon duckbill spoiler; bronze tinted glass

INTERIOR Status Racing Ring carbon-fiber seats; JDM EG6 interior, floor mats, shift boot, center console; Checkered Sports push start button; NRG short hub; Grip Royal Black Knight steering wheel; cut-out shifter console

THANKS YOU My girlfriend Ashley Princess Puffington, my mom, Diane, and dad, Frank Sr., my sisters Val and Pumpkin Seed, C2, Daniel, Manuel, Baby Benny, Sean and John at K-Tuned for always giving great guidance, Brandon at Skunk2, Ryan at Rywire, Oscar at Cool Customs, Aaron Bonk, my guy Kyle Gessler, my brother Jay, Big Chent, Lil Chent, Boy Green, The OG Shorsh at Moshi Moshi, Rodrez, Steve at HMO, Raul at Checkered Sports, Guillermo at GPRauto, my big bro Don Napier at Import Alliance, Charleston at ASR, Scott at Grip Royal, Ernie and Chris at Napalm, Adolfo Albor, my suppliers Home Depot, Fastenal, and Ace Hardware, Trap Music, all the great #Downstar supporters, and my dawg Chubby Chub!

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WORDS Sam Du
PHOTOS Randy Ly, Staff

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NINE LED ALUMINUM
FLASHLIGHT

LOT 69052 shown
69111/62522/62573

\$6.99
VALUE

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• Pair of Arbor Plates included

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LOT 32879/60603 shown

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20 OZ. GRAVITY FEED SPRAY GUN

SAVE 66%

LOT 47016 shown
67181/62300

\$9.99 ~~\$15.99~~ **REG. PRICE \$29.99**

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SUPER COUPON

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RAPID PUMP® 3 TON HEAVY DUTY STEEL FLOOR JACK

SAVE \$80

LOT 68048 shown
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• Weighs 74 lbs.

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HFT

LOT 68440
69678 shown

SAVE 66%

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26" 4 DRAWER TOOL CART

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• 580 lb. Capacity

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61634/61952

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2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

NEW

SAVE \$100

LOT 61258 shown
61840/61297
68146

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SUPER COUPON

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINES

PREDATOR ENGINES

LOT 60363
69730/68120

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SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

HARDY

• 5 mil. thickness

MEDIUM LOT 68496/61363
LARGE LOT 68497/61360
X-LARGE LOT 61359
68498 shown

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CENTRAL PNEUMATIC

LOT 67847 shown
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PREDATOR GENERATORS

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MANDATORY PEE STOPS

To get to Vegas from Southern California, all you have to worry about is getting on the I-15 North. Once there, it's a straight shot.

Barstow ("It's Barstow, baby!") is a good halfway checkpoint to stop, refuel, stretch your legs, and grab some grub. For lunch, nothing beats In-N-Out—don't forget to Google the secret menu before ordering!

Another good stopping point off the I-15 is the small town of Baker—the gateway to Death Valley. It's hard to even consider it a town with only a handful of gas stations and fast food restaurants. But over the years, I've found myself stopping here every trip for a small store called Alien Beef Jerky—definitely recommend the Colon Cleanser flavor, but stay close to a bathroom!



"It's our weekend playground and a four-hour drive to freedom."



>>Thirty minutes west of the Strip, you can check out some wicked views at the Red Rock Canyon National Conservation Area.

None of us gamble, no one was getting married soon, and it wasn't a holiday vacation... So why

Las Vegas? If you live anywhere in the country besides Southern California, a trip to Vegas usually means there's a good reason behind it. But for us, Angelinos, it's our weekend playground and a four-hour drive to freedom—I should know, having spent

32 weekends in Vegas last year! So being how we bust our asses putting together a dope monthly mag and fresh daily content on our web and social sites, it was only fitting to round up the troops and have an innocent work retreat to the place I call "my second home," and a place the rest of the world calls "Sin City."



>>Sean gettin' *Fast and Furious* en route to Vegas as somebody (ahem, Mike) forgot to shut the gas door.

SON OF A BEACH!

Once we hit Baker, we opted for the scenic route and hopped on a smaller highway to Nevada. Highway 127, aka Death Valley Road, is an empty two-lane road that goes straight to Pahrump—in other words, we had miles and miles of open road without anything to stop us! Let's just say it made it easy to test the top speed of the RCF—sorry, Gordon!

About halfway to Pahrump, we stumbled across a gorgeous open area called Dumont Dunes. With no other humans for miles and beautiful volcanic hills in front of us, we pulled both vehicles onto the sand for an impromptu photo shoot. As the gang was packing up the gear back into the NX, I had the bright idea to park the RCF next to the Dumont Dunes sign for a photo. In the process, I landed myself on a patch of soft sand... The more I pushed on the throttle, the more the tires began to spin and the car sank further into the sand. Son of a beach! With my head held low, the guys and I tried everything to give the rear-wheel-drive coupe traction, which included digging out sand from behind the wheels and using wood to try and give it some grip. Towing the RCF out with the NX was out of the question as our NX was front-wheel drive and we had no tow straps. My mistake led to a three-hour wait in the desert heat. Thankfully, everyone was in good spirits. We were still enjoying a day out of the office, plus the NX had Sirius XM radio and a 24-pack of Bud Light to keep us entertained.



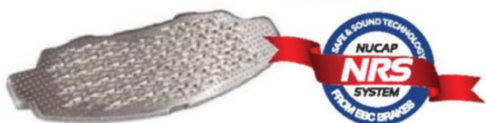
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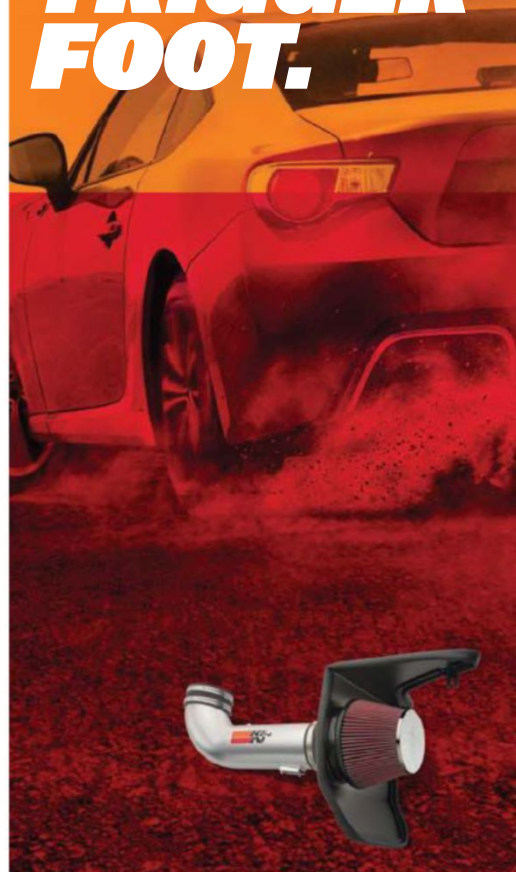
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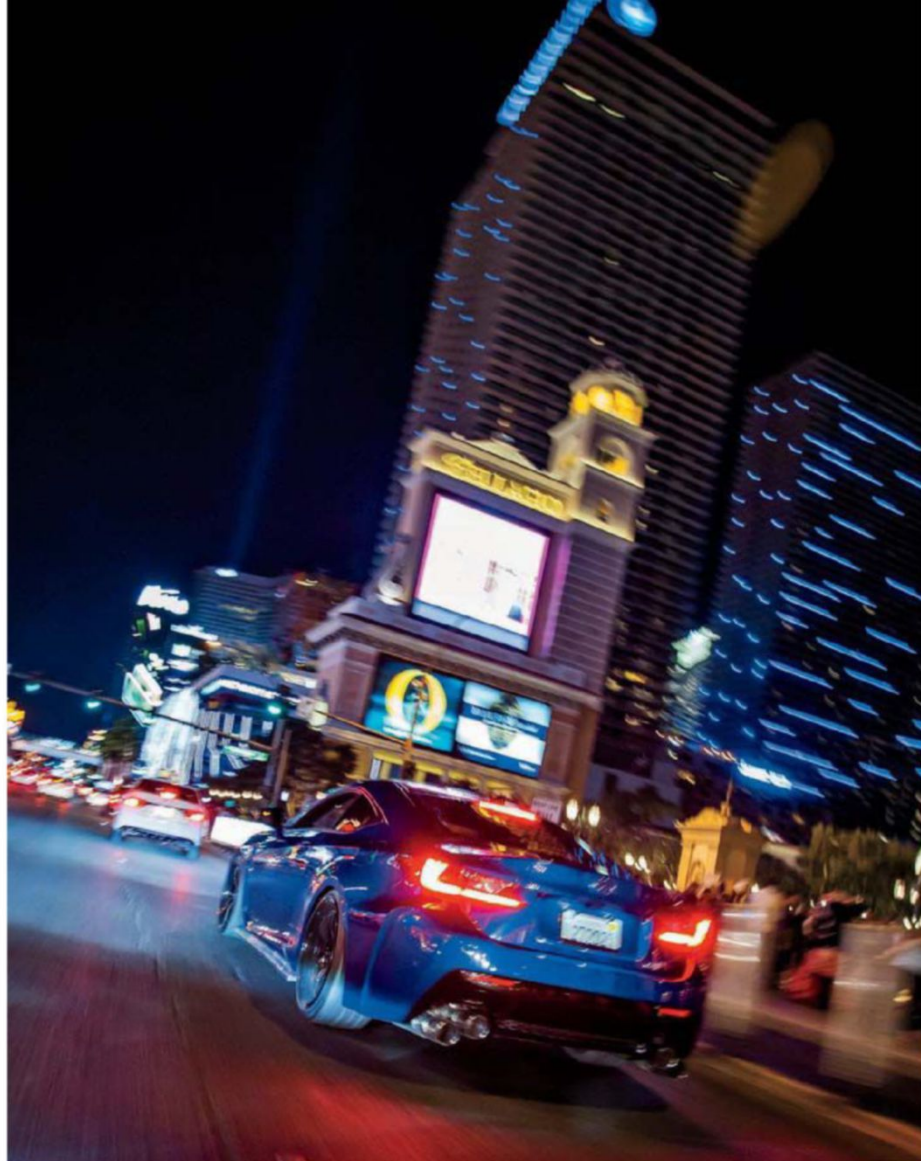
Ninety-nine percent of people who travel to Nevada have never heard of Pahrump. It's a little more than an hour west of Vegas and there aren't many things to do except buy fireworks and visiting a "ranch" (more on that later). There are several different firework stands in Pahrump, but Mike's been to Phantom Fireworks several times and according to him, "They carry all the rad stuff you've always dreamt of as a kid." They also have a 'buy one, get two free' deal on just about anything in the store. Thanks to Mike's advice and us feeling like kids in a candy store, we went HAM filling up our shopping cart with three of everything we wanted such as 148-shot Roman candles!



>>> "Where the baes at?"



>>> Jofel showing us his drill team skills.



Sean "Too Tall" Russell, Michael "Fakerich" Sabouchi, Jofel "Sarap Life" Tolosa, and myself played hooky from the office one Friday morning last spring. The obvious vehicle of choice to take on our journey was our own Project NX—a vehicle Lexus loaned to us toward the end of '14 (see sidebar). With a party of five, including our photographer Randy Ly, it would have been a tight fit to squeeze the entire

gang plus our luggage within the NX. So I contacted my good friend Gordon Ting for an extra hand. GT is the man responsible for the 2JZ-swapped IS that we took on Gumball 3000 in '14, and also the first Rocket Bunny-kitted RC that was featured earlier this year. You might remember his RC F at SEMA '14 inside the Mackin Industries booth. Fitted with beautiful carbon aero and Yokohama Advan wheels, it looks like the

WHERE'S THE CHICKEN?

Sans Fakerich, our visit to the Chicken Ranch was our first official visit to a brothel. After standing in the parking lot for 15 minutes, we finally got the nerve to venture inside, where we went straight to the bar for some liquid courage. This is where we met the madame of the house, Pati. After a li'l conversation explaining ourselves, the madame commissioned one of the Chicken Ranch's finest to give us a private tour. We couldn't take a photo of our girl, but trust us when we say she was the hottest one! Our guide took us around and we discovered how massive the compound was. The ranch is famous for their themed "work" rooms (our favorite was the Sahara room), but there's also a pool, kitchen, sleeping quarters, gym, and office. We found out some very interesting things, for example, you can rent out the entire pool area and throw your own party with as many girls as you like. You can even rent a bungalow or cabin with five girls for the weekend—it'll only cost you a mere \$50K. We asked our girl what her take home after a good week was and she told us it was in the \$20K range (the house takes 50 percent); on a good week, she can make triple that amount... We're definitely in the wrong business! On a side note, the girls are examined regularly and the customers are also



checked before any funny business goes down, although we had to leave the ranch before I could sign up Jofel for the full service...



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perfect modern-day JDM sports coupe. With only a few miles on the car since SEMA, I happily added another 600 miles behind the wheel and can attest that this blue beauty is a pleasure to drive, whether stuck in traffic or on the open road. It handles tight, yet still retains its luxury ride comfort. The 5.0L V-8 also growls like no other thanks to some GReddy bolt-ons, while not too loud at idle or cruising at 80 mph.

For the next 48 hours, the gang and I shared an experience filled with intense driving, bomb food, hairy situations, all-night partying, endless alcohol consumption, and much more.



»The NX filled to the brim with our Pucci luggage and camera gear.

WHAT HAPPENS IN VEGAS...

I have partied in many corners of the world, but one place that is nearly impossible to beat is Vegas. All drama and stress is left at the door and people simply just want to have a good time—of course, the more money you have to spend on alcohol is a bonus. We made a couple stops at Tao at the Venetian, one of Vegas' most successful clubs, as well as Marquee at Cosmopolitan. We managed to snap a few photos, but the rest of the night was a blur...



"I happily added another 600 miles behind the wheel and can attest that this blue beauty is a pleasure to drive."

MEET AT DISTRICT ONE

Following a night of partying, if you can manage to get yourself out of bed and skip shitty room service food, make your way to District One Kitchen & Bar. Nothing cures a hangover like a big soupy bowl of pho. D1 is the creator of lobster pho, plus you can't go wrong with their oxtail, either!

During our staff lunch there, we invited the first two people via an Instagram post to come stop by for a free Hoonigan x *Super Street* shirt, plus a set of Continental tires. Huge thanks to Conti for allowing us to give back to the people!



»Shot of fernet, anyone?



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LESS IS MORE WITH PROJECT NX

With only a short-term loan for our '15 NX200t F Sport, we didn't have much time to go crazy with the build (trust us, we would have loved to rip into the turbocharged 2.0L). Instead, we concentrated on the two proven things to change its appearance from zero to hero: wheels and suspension. Mackin set us up with its Volk Racing G27 wheel, one of the first sets in 21-inch fitment. Matched to some ContiSportContact5P tires, we were halfway to stardom.

For suspension, we decided to go with air. It was a tough choice as we're strong advocates of high performance coilovers. But...this was a crossover SUV that would only see the roads in between our homes and office. Our goal was more looks than handling. After a couple months of waiting, AirREX developed a system for the NX and we were one of the first to receive the kit in the world. Our good friends at LTMW helped us install the new struts and rear bags, plus line all the plumbing associated with the kit. After many months of usage, we're happy to report, it's very easy to use on the day-to-day basis. It doesn't slam the NX to the ground like what you'd expect from a typical aired-out car but it gets the job done giving us the low, sporty stance we want. The ride is bumpier, losing the luxury and comfort Lexus intended; however, sometimes looking sexier matters more. Just ask a girl in 6-inch heels!



» Air components come in sealed box, making installation a breeze.



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DRIVETRAIN Eight-speed sport direct shift transmission; rear-wheel drive

FOOTWORK & CHASSIS TEIN Mono Sport coilovers with EDFC Active Pro; custom front and rear strut bars, lower reinforcement bars

BRAKES 405mm front, 245mm rear Brembo big brake kits with six-piston front calipers

WHEELS & TIRES 20x9" +38 front, 20x11" +39 rear Yokohama Advan Racing GT Premium Version wheels in Racing Gloss Black (driver side), 20x9" +40 front, 20x11" +40 rear AVS Model F50 wheels in Gloss Black Combi (passenger side); 255/30R20 front, 285/30R20 rear Falken Azenis FK453 tires

EXTERIOR custom Evasive Motorsports carbon-fiber front lip, splitter and side diffusers

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TUNING MENU '15 LEXUS NX200t F SPORT

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OCCUPATION DEGENERATE JOURNALIST

ENGINE 2.0L inline-four turbocharged

DRIVETRAIN six-speed automatic; front-wheel drive

FOOTWORK & CHASSIS AirREX air suspension kit

WHEELS & TIRES 21x10" Volk Racing G27 wheels; 265/35R21 Continental ContiSportContact5P tires; Project Kics spacers

We simply couldn't fit our entire adventure into these pages but highlighted some of our top moments and recommendations for you to check out on your next Vegas trip. And if taking a road trip to Vegas is simply out of the question, we hope we inspired you to take a Friday off work and have some beers or Grey Goose bottles with the boys! 🍷

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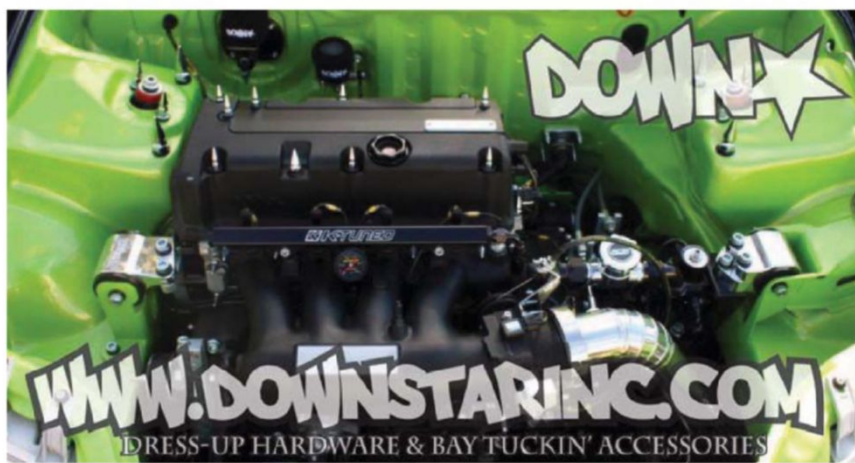


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ALL ABOUT THAT BOOTY

Siro Watanabe's Rocket Bunny 180SX graced our '14 Japan issue, and here is a look at it at a recent Offset Kings show. For a complete gallery, visit superstreetonline.com!

Photo: Colin Waki



TSW

The new Bathurst RF wheel, shown above with the Silver - Mirror Cut Face finish is available in 17, 18, 19, 20 and 21 inch staggered fitments. The Bathurst RF features a brilliant starburst of ten ultra narrow beveled spokes that is as visually light as its actual weight. The Bathurst RF is manufactured using a highly advanced production technique called Rotary Forging. The rim of the wheels is forged at high pressure while the wheel is spun at high speed. This alters the molecular structure and enhances the strength of the alloy. The benefit is a much lighter weight than a regular cast wheel. Most importantly, the weight saving is in the outer rim of the wheel which dramatically reduces rotational mass and enhances vehicle performance. Visit our website for more details and to view the complete line of one-piece, multi-piece and Rotary Forged® wheels.



BATHURST RF - Silver with Mirror Cut Face



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